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# NEW CAR

## BUYING GUIDE 2015

**250+**  
VEHICLES  
REVIEWED

MERCEDES-BENZ  
GLA



FIND  
YOUR

**DREAM CAR HERE**



Display until March 30, 2015

**74** FUEL  
ECONOMY  
CHAMPS



FORD FOCUS

**SHOWROOM  
SCAM ALERT!**

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happen to you!

**TRADE-IN  
TACTICS  
TO SAVE  
YOU  
MONEY**

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NEW CAR BUYING GUIDE 2015



Mercedes-Benz GLA

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## EDITOR'S NOTE

# It gets easier



**Lets face it:** the car buying process is a major pain. For the majority of consumers, buying a new car is akin to dealing with the IRS, CIA, and an angry spouse—at the same time. Even when you know exactly what you want, dealing with the car dealer can feel like crossing a minefield. Its no surprise that people routinely say they'd rather go to the

dentist than go through the process of buying a car.

So take a deep breath and relax, because we're here to help. The Consumer Reports automotive staff has created this revised and updated issue of New Car Buying Guide to be your road map through the car-buying jungle of doubt and indecision.

Here you'll find the most comprehensive advice we offer in any printed publication. We help simplify the car-buying process with step-by-step guidance on how to determine your budget and price range, find the right vehicle for your needs, set up the most advantageous financing, and get the most from your test drive.

We also tell you about dealer tricks to be wary of, extra-cost items you can live without, and how to get the lowest price—even if you hate haggling.

Then we back up this expert advice with full Ratings on more than 250 vehicles, guiding you to the best in each category and helping you avoid the worst. We also provide reviews on all major models, as well as reliability info and easy-to-use comparison charts.

For more details on how Consumer Reports is different from all of the other car information available in print and on the web, read about who we are on page 3.

Buying a new car is an exciting event, one that shouldn't be ruined by a bad experience at the dealer. And we would love to share in that excitement with you. So connect with us on ConsumerReports.org or through Facebook, Twitter, and Instagram, and let us know how your next buying experience goes!

—Jon Linkov, Cars Deputy Editor  
and CR's Auto Test team

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Our dedicated editorial, technical, and support staff work hard to serve the consumer.

# Consumer Reports: Who we are

We are Consumer Reports, the world's pre-eminent, independent, nonprofit, consumer-product testing organization. Results of our tests and surveys appear on [ConsumerReports.org](http://ConsumerReports.org), in Consumer Reports magazine, across social media, and in books like this one, the 2015 New Car Buying Guide.

This book not only helps you choose what car to buy, but advises how to buy it. Inside you'll find a wealth of information about the 2015 cars, SUVs, and trucks: what models are available and how they compare in performance, reliability, fuel economy, and safety. We also give you expert advice on how to determine what you can afford, the best ways to shop, and how to get the most for your money—even if you hate haggling.

Consumer Reports stands out from the crowd in a number of ways:

**We don't accept outside advertising.** Our income comes from subscriptions,

sales of books like this one, and donations from individuals. This way we can call it like we see it, rather than how advertisers want us to see it.

**We think for ourselves.** We rely solely on our own evaluations and direct experience. Manufacturers' claims and enthusiast reviews don't sway us.

**We buy our own test cars.** Just like any other consumer, we buy from dealers and bargain for the best price. That way we don't have to depend on freebies from carmakers, as most other car reviewers do.

**State-of-the-art test facilities.** Our auto test track allows us to evaluate and test every car under similar conditions, and to safely drive them to their extreme limits.

**Unique reliability data.** Our reliability Ratings are derived from our Annual Auto Survey; with data on more than 1.1 million vehicles it's the largest of its kind.

## What we do

Our primary mission is to serve the consumer with objective, practical information and buying guidance, based on the results of our vehicle tests, consumer surveys, and long experience analyzing the auto industry and the retail scene.

## How we test cars

Situated on 327 acres in rural Connecticut, the Consumer Reports Auto Test Center is home to some 30 staff members—automotive engineers, auto writers and editors, technicians, analysts, and support staff. They take turns anonymously buying each of the 80 or so cars and trucks tested each year. The team then drive each car thousands of miles over several months.

Our evaluations consist of more than 50 individual tests. Some, like acceleration, braking, and fuel economy, are



Every vehicle is put through its paces at our 327-acre Auto Test Center.

objective, instrumented tests using state-of-the-art electronic gear.

Others, such as seat comfort, convenience, ease-of-use of controls, and ride quality are more subjective, graded by a jury of auto-test staffers. Each of them has evaluated hundreds of cars over many years. They spend a lot of time behind the wheel of each car, both at our facility and in everyday driving and longer trips.

Sometimes the subjective evaluations are more meaningful than a stopwatch, tape measure, or microphone. A car might post a short sprint time accelerating from 0 to 60 mph, for instance, but just doesn't feel very quick. Likewise, instruments can tell you how loud the noise penetrating the cabin is, but not whether it's a pleasing exhaust snarl or a raucous engine drone. That's where jury tests are more telling.

Separate evaluations cover controls and displays, cabin and trunk space, fit and finish, and seat-belt comfort.

The track itself is actually a series of interconnected test areas. The main straightaway is a smooth, flat, 4,400-foot asphalt strip that runs into a 3,500-foot handling course of undulating turns of varying radius and elevation.

Other zones include a kidney-jittering ride-evaluation course, skid pad to test a car's lateral grip while driving at increasing speeds around a 75-foot-diameter circle, and a brake-test straightaway—one that can also be flooded—to measure stopping distances on both dry and wet pavement.

Many trials are industry-standard tests but some are unique to us:

**Emergency-handling tests** are two-fold. One involves driving the cars up to and beyond their limits on our road

course. The other, an accident-avoidance course, simulates the maneuver needed to avoid running over a child, animal, or object that suddenly appears in your lane of travel.

**Fuel-economy tests**, independent of government and auto-company claims, use a precision fuel meter spliced into the car's fuel line. A stop-and-go city-driving simulation is conducted at the track, while highway fuel economy is logged at a steady 65 mph on a straight stretch of public highway. CR's overall fuel-economy numbers are derived from those fuel consumption tests.

**Headlights** are evaluated by both instrumented tests and on a night-time course lined with a series of black targets set up specified distances apart.

In addition to vehicle testing, we evaluate child seats and tires:

**Child seats.** Every car is evaluated to see how easy it is to install a variety of child seats and get them cinched up securely. Crash-testing for child seats is conducted at an outside contract lab using a test protocol Consumer Reports devised.

**Tires.** CR is the only independent organization that performs exhaustive tire-rating tests for consumers. The tire-test program evaluates most common types of car and SUV tires, from all-seasons to ultra-high performance and winter tires. We conduct our snow testing at a ski area located in Northern Vermont.

## Vehicle Reliability

**Consumer Reports** provides the most comprehensive reliability information available to consumers. Reliability scores come from analyzing the results of an annual survey of Consumer Reports subscribers. The latest survey drew responses on more than a million cars. You'll find reliability Ratings with the vehicle profiles starting on page 96.

It's important to note that reliability scores are independent of CR's road-test scores. Reliability info comes from hundreds of thousands of car owners while the road tests are based solely on cars CR has bought and tested.



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# Choose the right vehicle

**Knowing your needs in advance  
helps you to narrow your choices**



SHUTTERSTOCK/RAWPXEL





With more than 30 major automobile brands offering about 250 models in an array of trim lines, car buyers are faced with a potentially bewildering array of choices. Car or SUV? What size? What brand? How comfortable is it? How fuel-efficient? What's going to hold up best? How to decide? The key to finding what's right for you is to make an assessment of your needs, and, of course, your budget. Everyone will have their own priorities and preferences regarding comfort, convenience, power, space, fuel economy, and reliability.



No vehicle does everything perfectly but many do a lot of things well. For instance, you'll find many cars with good reliability that are also comfortable, quiet, and fun to drive. But you still may have to compromise somewhere. For instance, there might be a trade-off between a good ride and good handling. Or you may wind up sacrificing fuel economy in exchange for engine power or cargo space.

This chapter will help you make a short list of acceptable candidates. We'll tackle all the major vehicle types and sieve out the most notable. Within those types we'll guide you to the best we've found and point out others with exceptional abilities. We'll also tell you about the cars our readers esteem the most, and provide some tools to

take the guesswork out of the decision-making process.

### Key questions to ask yourself

If you're unsure what type of vehicle will fit your needs best, begin by asking yourself some basic questions. Your objective is to find models that excel in the areas that matter most to you.

#### How many people will you carry?

Most vehicles can hold five people, although the center-rear position is often so uncomfortable it barely qualifies as a seat. That's something to try out when you're taking test drives.

If you need to carry more people, consider a minivan or a three-row SUV. In small and midsize SUVs, however, that seat may be more steerage-class than

coach, suitable only for children. Something to remember: when occupied, these seats eat up nearly all the available cargo space. Check the Dimensions charts, starting on page 236, for third-row head, shoulder, and leg room.

Two-door cars may have sporty looks, but can be a source of frustration if you'll need to use the rear seat often. Passengers have to twist and stoop to get in, and folding the front seat to load groceries or secure a child safety seat back there gets old fast.

**How much cargo do you carry?** If outdoor activities or hauling supplies and equipment is a big part of your life, then a minivan, wagon, or SUV is your best bet.

A pickup truck is useful if you carry heavy loads, material that would dirty

**87 PERCENT OF PORSCHE  
CAYENNE OWNERS WOULD  
BUY THEIR SUV AGAIN.**





# Would you buy that car again?

Which cars inspire the strongest loyalty? Consumer Reports' latest Annual Auto Survey answered that by encouraging subscribers to vote on how satisfied they were with their own 2012 to 2014 models.

It's no surprise that the fun factor is number one. Right up there too is the conviction that their car is delivering on a promise of sportiness, luxury, or fuel efficiency.

Tops in the survey, for the second year running, was the Tesla Model S, an electric car that hit all those targets resoundingly well, garnering a 98-percent endorsement from owners.

Whether the Tesla's appeal owes more to its exclusivity or its sports-sedan credentials is impossible to say, but the next four were also sporty cars: the Chevrolet Corvette and the

Porsche Cayenne, Cayman, Boxster, and 911.

Rounding out the top ten are the diesel-powered Mercedes-Benz E250 BlueTec and BMW 328d, the gas-powered Audi A7, and the Dodge Challenger.

On the whole, people were very satisfied with hybrids and also with diesels, reflecting that fuel-economy concern. The new Honda Accord Hybrid beat out the Toyota Prius, which had

long been our readers' favorite non-plug-in hybrid.

Below are the most- and least-satisfying models in six major categories. The percentages are the portion of owners who said they'd definitely get that car again if they had it to do all over. A \* means data was derived from just one model year.

Lowest-scoring models in each section are tinted.



Electrics and Hybrids	% definitely buy again
Tesla Model S	98
Chevrolet Volt	85
Honda Accord Hybrid*▲	85
Ford Fusion Energi	84
Toyota Prius	82
Lexus 300h Hybrid	81
Toyota Avalon Hybrid	80
Kia Optima Hybrid	56
Hyundai Sonata Hybrid	60



Sports cars	% definitely buy again
Chevrolet Corvette Stingray*▲	95
Porsche Cayman	91
Porsche Boxster	91
Porsche 911*	88
Dodge Challenger (V8)	86
Hyundai Genesis Coupe	58
Nissan 370Z	66



Luxury cars	% definitely buy again
Mercedes-Benz E250 (diesel)*▲	88
Audi A7	86
BMW 328d (diesel)*	86
Audi A6 (V6)	85
Audi A8	84
Infiniti Q50*	54
Cadillac ATS (4-cyl)*	56
Acura ILX	57
Acura RLX*	59

SUVs	% definitely buy again
Porsche Cayenne	87
Chevrolet Suburban/Tahoe	84
GMC Yukon/Yukon XL	84
Lexus LX	84
Subaru Forester (non-turbo)*	83
Toyota Highlander V6*	82
Jeep Compass	43
Nissan Pathfinder	52
Dodge Journey	54
Kia Sorento (4-cyl)	56
Nissan Armada	57



Midsized and large sedans	% definitely buy again
Dodge Charger▲	82
Mazda6*	81
Chevrolet Impala*	80
Volkswagen Passat TDI	80
Buick LaCrosse (4-cyl)	53
Volkswagen Passat (V6)	56
Nissan Altima (V6)	57
Nissan Altima (4-cyl)	59



Small cars	% definitely buy again
Mazda3 (2.5L)*▲	79
Mazda3 (2.0L)*	77
VW Beetle TDI (diesel)	76
VW Jetta TDI (diesel)	72
Toyota Corolla	71
Nissan Versa (sedan)	42
Kia Rio	46
Nissan Sentra	47

up the interior, or cargo too tall to fit inside an enclosed vehicle. In fact, four-door crew-cab pickups are the most popular choice. But be aware: most have a short bed. If your pickup isn't a family car and you're in the trades, then you might want to get a regular-cab pickup with a longer bed.

**Automatic or manual shift?** While the death of the manual transmission may be exaggerated, the vast majority of modern cars come only with automatic transmissions. Still, in some cars a stick can make the driving experience more fun, while improving fuel-efficiency at the same time. Many automatics now provide a manual-shift mode that works much like a manual transmission but without a clutch. Manual-shift mode is also handy when driving in mountainous areas, because it provides more control on long descents.

But in the end, as fun and practical as stick shifts may be, they can be a chore in stop-and-go traffic. In addition, modern six-, seven-, and eight-speed automatics can help cars return fuel economy as good—and sometimes better—than the same car with a manual.

**What's your driving style?** Are you a workaholic commuter, or a harried mom or dad with daily carpool duty? Perhaps you need daily practicality but crave a modicum of fun for the commute home or on weekends.

Taking a hard look at your driving style and needs is key in choosing a vehicle. If you are a real driving enthusiast who wants to sense every aspect of the driving experience, you'll want to focus on cars that emphasize quickness and handling prowess. But lots of cars these days serve up sporty handling without sacrificing ride, comfort, and cargo space the way many sporty cars do.

If you're really into comfort more than driving at the edge, you'll probably want to consider a sedan. Many models fit the comfy-cruising mode, from mid-sized and large sedans to mid-sized and larger SUVs.



**Power, fuel economy...or both?** Most vehicles are available with a variety of engine and transmission combinations. Usually one is a small, economical choice while the other delivers more power, but at the sacrifice of fuel economy. Often a manufacturer will make the small engine available only on base models or lower-level trims, saving the stronger engine(s) for more-expensive, uplevel versions.

Smaller cars and SUVs primarily use four-cylinder engines. These often deliver the best fuel economy, but lack the power and smoothness of a V6. But for most people, four-cylinders provide the best mix of fuel economy and performance.

Turbocharging is becoming much more prevalent because it can boost power without hurting fuel economy much. Many models that once used a V6 now have a turbocharged four-cylinder instead, while turbo V6s have begun to replace V8 engines in bigger cars and trucks. Ford even uses small turbo V6s, which deliver V8-like performance, in the F-150 pickup truck.

Other fuel-savers include hybrids and diesels. Hybrids typically return excellent fuel economy in city or stop-and-go traffic, while diesels excel at delivering highway fuel economy.

On the following pages you'll find brief overviews of which cars fit which needs. The vehicle profiles beginning on page 96 provide more specifics on the driving experience.

## Factors to consider

Beyond driving style, engine size, and vehicle type, you still need to consider other factors, ones that aren't so clear when standing in a dealership.

This is where Consumer Reports comes in. By buying and testing more than 80 vehicles a year, we can give you insights that can't be gleaned from a simple test drive.

Part of that process is compiling real-world fuel economy data from our tests. This isn't mileage from tests done in a lab. These are real figures from driving the cars on our track and public roads, the way you would drive the cars.

In addition, we provide detailed reliability results from our Annual Owner Survey. We survey our seven million subscribers each year, asking them to tell us about anything that went wrong with their cars over the past year.

Finally, we compile the government and insurance-industry crash-test results in one place, so you can easily compare





NHTSA crash test



Side air bag



Rear-view camera

## Safety considerations

All modern cars have a lot of safety gear such as seat belts, air bags, antilock brakes, and electronic stability control, all of which have contributed to a steady, years-long reduction in traffic fatalities. But not all cars will behave the same way in a crash or protect occupants equally well.

**Crash tests.** You'll find crash-test results for current models in our "Safety and Crash-Test Results" charts, which start on page 230. Frontal- and side-impact crash tests are conducted by the Insurance Institute for Highway Safety (IIHS; [iihs.org](http://iihs.org)) and the National Highway Traffic Safety Administration (NHTSA; [safercar.gov](http://safercar.gov)).

**Accident avoidance.** A vehicle's ability to help you avoid a crash is just as important as its ability to protect you. Several factors contribute to a vehicle's accident-avoidance capability, with the two most important being braking and emergency handling. Consumer Reports provides an accident-avoidance Rating on all tested vehicles, noted in the safety charts and model profiles.

**Rollover resistance.** Rollover accidents account for about 33 percent of all vehicle occupant deaths. To help consumers compare vehicles, the NHTSA provides a five-star rating system called the Rollover Resistance Rating (RRR). To see the government's ratings, visit [safercar.gov](http://safercar.gov), click on the model's name and then click on "Rollover."

**Rear-impact protection.** Although rear-enders have a low fatality rate they have a high injury rate, especially for whiplash neck injuries. The design of a car's head restraints and seats are critical factors in how severe a whiplash injury will be.

Consumer Reports evaluates head restraints for all seating positions in every tested vehicle. Another good source for information on rear-impact protection is the IIHS website, [iihs.org](http://iihs.org).

**Blind zones.** Every year, many children and even adults are injured or killed because drivers don't see them while backing up. Some larger vehicles, such as SUVs and pickups, have huge blind zones—the area behind a vehicle that the driver can't see. One device that might mitigate that is the rear-view camera, now commonplace on every vehicle type.

We like those cameras, and recommend them where they're not standard equipment, but there's no substitute for checking around your vehicle with your own eyeballs.

To check a vehicle's blind spot yourself, sit in the driver's seat of a parked vehicle while someone stands in back and holds out a hand at about waist level. Have the person walk back slowly until you can see the hand through the rear window. This will give you an idea of how big that vehicle's blind spot is.





## The truth about four-and all-wheel drive

Many people buy sport-utility vehicles for the extra security and traction of four- or all-wheel drive. But there are technical differences between the systems.

All-wheel drive is used in most SUVs and cars like Subarus and Audis. In most driving situations engine power is routed just to the front wheels. But if the system detects wheel slip, it automatically shifts power to the wheels with the most grip.

Some all-wheel-drive systems are true full-time systems, where power is always routed to all four wheels. Still, even these systems are biased, sending more power to the front wheels during normal driving.

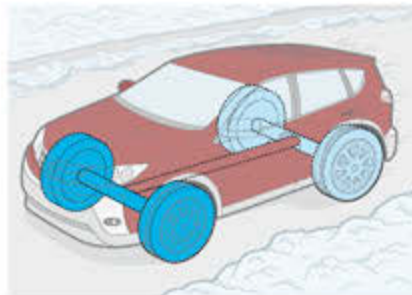
True four-wheel drive (4WD) is a heavier-duty system used in pickup trucks and a few truck-based SUVs. A 4WD system usually has an additional, low-range gear system for tough off-road situations. Some

newer all-wheel-drive systems have electronic enhancements to mimic that, enabling an AWD vehicle to crawl up and down hills, for instance.

### DRIVING TIP:

Having power at both axles doesn't help in all situations. In fact, it aids traction only when starting up from a stop and moving in a straight line. It doesn't help at all when braking or cornering. Unfortunately, many people with AWD or 4WD use less caution on slippery roads and drive faster than the conditions dictate, only to find themselves sliding off the road.

If you drive in cold climates consider mounting winter tires. They can find grip on snow and ice that all-season tires cannot, no matter how many wheels are being powered.



**Most AWD systems mainly drive the front wheels until slippage is detected.**



**In full-time systems, the wheels receive power at all times.**

ILLUSTRATION: KATE FRANCIS

vehicles in the same category.

Vehicles that do well in all of these factors earn our recommendation.

**CR Road Tests.** Each year we buy more than 80 vehicles to test, putting them through at least 50 objective and subjective tests. We then compile this data and publish our vehicle Ratings, where models are ranked against their peers. Every month we publish a road-test report on a group of vehicles in a similar price range and category in *Consumer Reports* magazine and on [ConsumerReports.org](http://ConsumerReports.org). Subscribers to [ConsumerReports.org](http://ConsumerReports.org) can access the full content of all road test reports and test results for any tested model.

**Fuel economy.** Part of the testing process is our real-world fuel economy evaluations. Unlike the tests done by the Environmental Protection Agency (EPA), which tests cars on a dynamometer, we drive the cars on real roads.

You'll find our results broken down into City, which represents urban, stop-and-go driving; Highway, which is a mix of rural and interstate highway driving in a warmed-up vehicle; and Overall, a combination of the two factors, weighted more heavily towards the City results.

You'll find more about Fuel Economy in Chapter 2, starting on page 14.

**Reliability.** A vehicle's reliability can seriously affect how satisfied you'll be with a car over your years. It also will have a significant impact on the car's resale value.

Consumer Reports' reliability data is based on our Annual Auto Survey, where we ask CR magazine and web subscribers about any problems they've had with their vehicles over the past 12 months. The 2014 survey provided data on about 1.1 million vehicles.

For new cars, we provide a predicted-reliability Rating that indicates how vehicles currently on sale are likely to hold up. To create these Ratings, CR averages a model's Used Car Verdicts for the three newest model years, providing the car wasn't significantly redesigned during that

time. All of these Ratings are included in the Reliability History charts in the Vehicle Profiles (starting on page 96).

**Safety.** A number of factors affect a vehicle's overall safety capability. Our charts on page 230 put safety evaluations and crash-test scores in one place, to make it easy to see how different vehicles compare.

Crash tests are conducted by the Insurance Institute for Highway Safety (IIHS; [iihs.org](http://iihs.org)) and the National Highway Traffic Safety Administration (NHTSA; [safercar.gov](http://safercar.gov)). The IIHS also conducts rear-crash and roof-crush tests, while the NHTSA evaluates and rates vehicles on their rollover resistance.

Besides crash-test scores, the safety charts also include CR's accident-avoidance Ratings. Those scores are derived from our track tests and primarily rely on emergency-handling and braking evaluations.

## Time to research

This book offers a range of tools to help you choose wisely, including reviews, comparison Ratings, and exclusive reliability information.

But we're not the only game in town. You'll also find a ton of helpful and detailed car information online and in printed sources like magazines and newspapers. The difficulty is that not all of it is entirely reliable.

If you already have some candidate cars in mind you might want to read what other car reviewers are saying about them. You may also want to find model specs and pricing information outside the scope of this book. Know that our own web site, [ConsumerReports.org](http://ConsumerReports.org), continuously updates its reviews and other car information as well. Here is a brief recap of other information sources you'll find.

**Manufacturer web sites.** Automaker sites are a good place to explore individual models, their accessory packages, retail price information, and pictures from every angle. Bear in mind, though,

that these sites are essentially advertising vehicles and every car will be described in nothing but glowing terms.

**Online pricing.** Of the many online sources for brief car reviews and pricing information, two of the most-used are [Edmunds.com](http://Edmunds.com) and [Kelley Blue Book \(kbb.com\)](http://KelleyBlueBook.com). Another is [TrueCar.com](http://TrueCar.com). All give both retail and "invoice" prices for cars and their options, as well as an idea of what other customers have paid lately.

**Online car info.** For general information about cars and car-related content including reviews and tips, you might want to check out [MSNAutos \(msn.com\)](http://MSNAutos.com) and [YahooAutos \(yahoo.com\)](http://YahooAutos.com).

**Enthusiast magazines.** So-called "buff books" and their online equivalents crank out a steady stream of reviews on the newest cars. While they offer plenty of good, detailed information it sometimes seems they never met a new car they didn't like. Be aware also that auto advertisers cast a long shadow over those publications.

**Newspapers.** Many newspapers print auto reviews geared toward the everyday driver rather than the enthusiast. Few if any, however, are based on head-to-head testing or instrumented tests like those we perform. Meanwhile, the dwindling special newspaper auto sections often exist solely to draw advertising from automakers and local dealerships. Don't expect hard-hitting criticism or comparisons.

**Personal experiences.** Hearing about the experiences of actual owners can give you insight into what it's like to live with a model. Plenty of online owner forums (Google the car's make/model/year) let owners voice their opinions and read those of others. Keep in mind, though, that individual owners usually haven't experienced a wide range of vehicles for comparison, and the memberships are made up of fans of the brand. Another downside is that some of the "opinionators" are the sort of Internet blowhards and trolls you'll find on any other crowd-sourced site.



SAVE AT THE PUMP

Range View



# Stretch your fuel economy

Is an alternative-fuel vehicle right for you?





15	COMPARE MPG
16	DO HYBRIDS AND DIESELS SAVE MONEY?
18	PLUG-INS AND ELECTRICS
25	ALTERNATIVE-FUEL VEHICLES



Everybody with a car—from owners of luxury sedans to those with econoboxes—enjoys getting better fuel economy, and why not? It keeps more money in your wallet, might make you feel better about yourself, and may even help save the planet. But at the same time, most people want good mileage with few sacrifices.

Fortunately, it isn't difficult to find vehicles that get good gas mileage and still provide the power and space Americans demand. Some of them are hybrids, clean diesels, and truly viable electric cars. But exotic technologies aren't the only—or even the most important—news in fuel savings.

Conventional gasoline-powered cars are still highly efficient and are scraping more miles out of every gallon of gas thanks to advances in engine technology, better aerodynamics, and cleverer computer controls.

This chapter will focus on the most fuel-efficient vehicles we've tested, from gas and diesel models to hybrids and full electrics.

We also highlight driving tips for saving fuel, and detail how much money you can save by switching to a more fuel-efficient vehicle without giving up anything important.

## Compare mpg

If we bought vehicles based on fuel economy, the roads would be filled with economy cars. But it doesn't work that way. After you choose the vehicle types that meet your needs, you narrow down the choices even further. Comparing fuel economy is the quickest way to thin the list.

You'll find that within most vehicle classes, the majority of models have overall fuel economy pretty close to each other—sometimes just one or two miles per gallon. In those cases the economic consequences are pretty slim. But within each class there are always outliers. A fuel economy difference of three-to-five mpg can really add up in savings.

The typical person drives about 12,000 miles each year and pays an average of \$3.20 for a gallon of regular gasoline. If the vehicles you are considering are separated by just 4 mpg, the results can be

**WHEN GAS PRICES SPIKE, PEOPLE CLAMOR FOR HYBRIDS AND DIESEL VEHICLES. BUT WHEN PRICES LEVEL OFF, INTEREST WANES.**



significant. For example, the Honda Odyssey minivan, which gets 21 mpg overall in our tests, would save more than \$430 per year in fuel costs alone compared with a 17-mpg Chrysler Town & Country.

The same applies to mid-sized sedans. Choosing the 32-mpg Mazda6 Sport over a 24-mpg Ford Fusion SE would save about \$400 per year. Stepping down one vehicle size could save a lot more. For example, driving a 26-mpg Subaru Forester rather than the 18-mpg Nissan Pathfinder would shave your fuel costs by more than \$650 a year.

In the end, that savings could cover a monthly loan payment or two, or a significant portion of your annual insurance costs.

To see the real-world fuel economy of any current vehicle that Consumer Reports has tested, refer to the Road-Test Highlights tables that begin on page 224. That's an alphabetical list of more than 200 models on sale now. To find out what you'd actually save each year by choosing one over another, turn to the cost-calculator chart on page 20.

### **Do hybrids and diesels save money?**

Every time the price of fuel spikes, buyers clamor for hybrid or diesel vehicles

because of their promise of superior fuel economy. But when the price spikes level off, so does the interest in these fuel-sipping vehicles. This, in turn, results in an on-again, off-again cycle where some manufacturers have postponed or dropped their plans to introduce hybrid or diesel vehicles to North America.

Short answer: Yes, they save money. Our multiple analyses over the past few years continue to show that hybrids and diesels, despite their higher initial cost, almost always pay back your investment at some point. It just depends on how long you hold on to your car.

After five years, some do and some don't. It depends on how much of a premium you have to lay out to get the fuel-saving technology, how much fuel it saves compared with a comparable conventional alternative, how fast the car depreciates, and other factors.

To grossly oversimplify, the best Japanese hybrids and the best European diesels have the quickest payback, and the payback after five years can be substantial. The table on page 17 spells out the best and worst for some of the biggest brands.

**Why it takes so long.** Our country's halting steps toward wide adoption of technically advanced fuel-savers is

a shame, because market experience is the only way that new technologies can prove themselves. When Toyota launched the Prius about 15 years ago, rivals from Detroit and Europe openly scoffed and privately whispered to auto journalists about how much money Toyota was losing on every Prius it sold.

"How can you make money selling a car with two powertrains?" a prominent BMW executive huffed when Toyota announced it would extend hybrid technology to more and more cars. Fast forward a decade: Toyota and its Lexus brand are the world leaders in hybrid-drive technology; nearly every big-selling Toyota product has a hybrid version; and both Detroit and the Europeans are playing catch up.

For wholly different reasons, diesel passenger cars have also faced an uphill struggle in the U.S. In Western Europe, where gasoline costs \$10 to \$12 a gallon, nearly half of all new cars have a diesel engine. Why? It's partly because diesels use, in theory, about a third less fuel than equivalent gasoline engines, and partly because of fuel taxes. Until fairly recently, however, those European diesels were too dirty to meet U.S. emissions standards.

But a big breakthrough for diesel acceptance in this country came some





Toyota Camry Hybrid



Chevrolet Cruze Eco

## How hybrids & diesels compare

Make & model	Purchase price	MPG	Total 5-yr. owner cost	Total 5-yr. cost savings (or loss)	Years to pay back	Fuel cost for 5-yr. payback
<b>SMALL CARS</b>						
Chevrolet Cruze Turbo Diesel	\$27,300	33	\$38,250	(\$1,750)	More than 8	\$7.72
Chevrolet Cruze Eco	\$21,775	27	\$36,500			
Chevrolet Volt	\$32,495	61 <sup>Ⓢ</sup>	\$36,500	\$0	6	\$3.33
Chevrolet Cruze Eco	\$21,775	27	\$36,500			
Ford C-Max Energi	\$34,940	47 <sup>Ⓢ</sup>	\$37,000	(\$5,250)	More than 8	\$18.24
Ford C-Max SE	\$26,685	37	\$31,750			
Honda Civic Hybrid	\$24,820	40	\$29,000	\$1,000	1	\$1.67
Honda Civic EX	\$21,880	30	\$30,000			
Toyota Prius Plug-in Advanced	\$35,890	47 <sup>Ⓢ</sup>	\$33,750	(\$7,750)	More than 8	\$91.66
Toyota Prius Two	\$23,810	44	\$26,000			
Toyota Prius C	\$20,850	43	\$24,250	\$3,250	1	Any price
Toyota Yaris LE	\$17,290	32	\$27,500			
Volkswagen Jetta Sedan Hybrid	\$28,055	37	\$31,500	\$750	1	\$1.11
Volkswagen Jetta Sedan SE (1.8T)	\$22,610	30	\$32,250			
Volkswagen Jetta Sedan TDI	\$25,100	34	\$29,250	\$3,000	1	Any price
Volkswagen Jetta Sedan SE (1.8T)	\$22,610	30	\$32,250			
<b>MIDSIZE SEDANS</b>						
Ford Fusion Hybrid SE	\$28,290	39	\$33,500	\$5,000	1	Any price
Ford Fusion SE (1.5T)	\$27,720	24	\$38,500			
Honda Accord Hybrid	\$29,945	40	\$32,000	(\$500)	More than 8	\$4.05
Honda Accord LX (4-cyl.)	\$23,270	30	\$31,500			
Toyota Camry Hybrid XLE	\$29,052	38	\$32,000	\$500	1	\$2.33
Toyota Camry LE (4-cyl.)	\$23,830	27	\$32,500			
Volkswagen Passat TDI SE	\$28,665	37	\$31,250	\$5,250	1	Any price
Volkswagen Passat SE (1.8T)	\$27,485	28	\$36,500			
<b>LARGE SEDANS</b>						
Toyota Avalon Hybrid Limited	\$42,501	36	\$41,750	\$6,250	1	Any Price
Toyota Avalon Limited (V6)	\$40,670	24	\$48,000			
<b>UPSCALE SEDANS</b>						
Lexus ES 300h	\$44,017	36	\$42,500	\$6,750	1	Any Price
Lexus ES 350	\$43,702	25	\$49,250			
Lincoln MKZ Hybrid	\$41,915	34	\$44,250	\$5,750	1	Any Price
Lincoln MKZ 2.0 EcoBoost	\$41,365	23	\$50,000			
<b>UPSCALE SEDANS</b>						
Infiniti Q70 Hybrid	\$58,655	25	\$63,500	(\$1,750)	More than 8	\$7.43
Infiniti Q70	\$53,825	21	\$61,750			
<b>SMALL SUVs</b>						
Subaru XV Crosstrek Hybrid	\$27,132	28	\$35,250	(\$1,750)	More than 8	\$14.51
Subaru XV Crosstrek Premium	\$24,215	26	\$33,500			
<b>MIDSIZE SUVs</b>						
Lexus RX 450h	\$46,400	26	\$51,500	(\$3,250)	More than 8	\$9.02
Lexus RX 350	\$40,650	21	\$48,250			
Toyota Highlander Hybrid Limited	\$50,875	25	\$52,250	(\$6,250)	More than 8	\$13.48
Toyota Highlander Limited (V6)	\$38,941	20	\$46,000			
<b>PICKUP TRUCKS</b>						
Ram 1500 Big Horn Ecodiesel	\$49,155	20	\$57,500	(\$2,000)	More than 8	\$5.17
Ram 1500 Big Horn (5.7L V8)	\$42,810	15	\$55,500			

\*Based on \$3.20 per gallon for regular, \$3.40 for premium, and \$3.60 for diesel. <sup>Ⓢ</sup> Composite of electric and gasoline.

years ago when the government, with automakers' backing, required petroleum refiners to provide ultra-low-sulfur diesel fuel. That "clean" fuel enabled emissions-reducing tail-pipe catalysts and filters that higher-sulfur diesel fuel would run. The result is that all new diesel cars currently available meet stringent emissions standards nationwide.

Diesel engine technology has also evolved. Gone are the days of a loud, clattering powerhouse with lousy pickup and an evil, oily smell. Electronic controls, turbocharging, and other tweaks have made modern diesels positively peppy and unobtrusive.

**Payback period.** Making any payback estimate for diesels and hybrids can be challenging. It can be tough to identify vehicles to compare them with. For example, hybrids such as the Toyota Prius and the Chevrolet Volt plug-in don't have direct gas-only equivalents.

Moreover, the hybrid version of some mainstream vehicles—the Toyota Highlander, for example—is often only available as a high-trim model that's laden with extra-cost features. This makes it hard to compare costs with the more bare-bones conventional versions.

To address that issue we simply took a big-selling version of the car and matched it up with a hybrid that a customer might cross-shop from the same manufacturer. The matched pairs might not have all the same features but they'll have the same functionality and overall performance.

We looked at five-year ownership cost factors including depreciation, fuel, insurance, interest on financing, maintenance and repairs, and sales tax. Of those, depreciation counts the most, making up more than half of owner costs in the first five years.

Bottom line: Many hybrids and diesels provide a demonstrable benefit in overall owner cost right now, despite their initial higher price. If gas prices rise, the payback will be quicker. A few vehicles, though, are so costly from the get-go that they'll probably never pay

their own way. Still, if saving money right out of the gate is important, there are many conventional cars that provide very good fuel economy and cost less than hybrids and diesels.

## Plug-ins and electrics

While hybrids and diesels are proven ways of traveling farther on a gallon of fuel, researchers around the world, including many automakers, have been working on a variety of technologies, including electric cars, plug-in hybrids, renewable fuels like ethanol and biodiesel, and even hydrogen-powered vehicles.

Although consumers are mostly focused on saving money at the pump, ultimately the interest in saving fuel is part of a larger issue that concerns a finite resource and one whose use contributes to global warming.

All of these alternative technologies have advantages, but so far, none have been able to match the balance of price, convenience, performance, and driving range that we've come to expect from conventional petroleum-fueled vehicles.

Brian Wynne, president of the Electric Drive Transportation Association, put it this way: "We [in the U.S.] already agreed that we need to reduce our dependence on fossil fuels and specifically upon petroleum. At the end of the day, to solve this problem on an accelerated basis we have to embrace many solutions."

Electric vehicles keep hitting the market, although still in relatively small numbers. But now they are available in a wider range of body styles and price ranges.

The Tesla Model S sits at the top of the EV class, not only in size and price

# Cheap trips

The table below compares just the fuel costs—gasoline, electricity, or both—for six electric vehicles with that of seven hybrid, gasoline-powered, or diesel powered alternatives.

For the 30- and 75-mile trips the Leaf costs the least, but on a 200-mile jaunt the Tesla is the vehicle to beat. The Focus and Leaf have to be left at home unless you can charge them mid-trip, and the i-MiEV needs a mid-trip charging just to get to the 75-mile mark.

**Underlying assumptions:** Trips are mixed city and highway driving. Volt calculation assumes a 35-mile electric range followed by premium fuel use at 32 mpg overall. The Civic, Fusion, Mazda, and Toyota Prius and Corolla use regular. Electricity: 11¢ per kWh. Gasoline: \$3.20/gal. regular; \$3.40/gal. premium; and \$3.60/gal. diesel. No stops for recharging. Overall MPG is from CR tests.



Mitsubishi i-MiEV



Nissan Leaf



Chevrolet Volt

## COMPARING ENERGY COSTS

Vehicle/CR overall MPG	Overall MPG	Cost per mile (cents)	Cost for 30-mile trip	Cost for 75-mile trip	Cost for 200-mile trip
Mitsubishi i-MiEV SE (3.28 mi/kWh)	111 <sup>①</sup>	3.4¢	\$1.01	Needs mid-trip charging	Needs mid-trip charging
Ford Focus Electric (3.18 mi/kWh)	107 <sup>①</sup>	3.5¢	\$1.04	\$2.59	Needs mid-trip charging
Nissan Leaf (3.16 mi/kWh)	106 <sup>①</sup>	3.5¢	\$1.04	\$2.61	Needs mid-trip charging
Chevrolet Volt (2.93 mi/kWh for 35 mi., then 32 mpg)	99 <sup>①</sup> / 32 <sup>②</sup>	3.8¢	\$1.13	\$5.56	\$18.85
Tesla Model S (2.48 mi/kWh)	84 <sup>①</sup>	4.4¢	\$1.33	\$3.33	\$8.87
Toyota Prius Plug-in (67 mpg for 12 mi., then 43 mpg)	67 <sup>①</sup> / 43 <sup>②</sup>	4.8¢	\$1.91	\$5.26	\$14.56
Toyota Prius	44	7.3¢	\$2.18	\$5.45	\$14.55
Honda Civic Hybrid	40	8.0¢	\$2.40	\$6.00	\$16.00
Ford Fusion SE Hybrid	39	8.2¢	\$2.46	\$6.15	\$16.41
Volkswagen Passat TDI SE	37	9.7¢	\$2.92	\$7.30	\$19.46
Mazda6 Sport	32	10.0¢	\$3.00	\$7.50	\$20.00
Toyota Corolla LE Plus	32	10.0¢	\$3.00	\$7.50	\$20.00
Volkswagen Jetta TDI	34	10.6¢	\$3.18	\$7.94	\$21.18

<sup>①</sup> Miles-per-gallon equivalent (MPGe). <sup>②</sup> Miles-per-gallon running on gas engine.

# This year's fuel-economy champs

**These lists show** the vehicles within each category that achieved the best fuel mileage in our real-world tests. We have selected mpg cutoffs that are relative to each category. For example, a vehicle that gets 23 mpg would not be a standout among midsize cars sedans but it is excellent for small and midsize SUVs. Models with a ✓ are recommended vehicles.



Acura ILX

Rec.	Make & model	Overall mpg	City mpg	Highway mpg
<b>FUEL-EFFICIENT HATCHBACKS</b>				
	Mitsubishi i-MiEV ①	111 ②	104 ②	116 ②
	Ford Focus Electric ①	107 ②	108 ②	107 ②
	Nissan Leaf SL ①	106 ②	86 ②	118 ②
✓	Chevrolet Volt	61 ③	45 ③	76 ③
	Ford C-Max Energi	47 ③	45 ③	49 ③
✓	Toyota Prius Plug-in Advanced	47 ③	38 ③	55 ③
✓	Toyota Prius Four	44	32	55
	Toyota Prius C Two	43	37	48
<b>SUBCOMPACT CARS</b>				
	Smart ForTwo Passion	39	30	44
	Mitsubishi Mirage ES	37	28	47
	Honda CR-Z EX (MT)	35	26	45
	Ford Fiesta SE (3-cyl., MT)	35	25	46
	Scion iQ	34	27	40
	Honda Fit EX	33	24	42
	Ford Fiesta SE (sedan)	33	22	45
	Toyota Yaris LE	32	23	41
	Nissan Versa SV (sedan)	32	23	40
<b>COMPACT HATCHBACKS &amp; WAGONS</b>				
	Toyota Prius V Three	41	33	47
	Ford C-Max Hybrid SE	37	35	38
✓	Mazda3 i Grand Touring (2.0L, MT)	32	24	41
	Mini Cooper Base (1.5L)	31	22	41
	Nissan Cube 1.8 S	28	21	33
	Ford Focus	28	19	39
<b>COMPACT SEDANS</b>				
	Honda Civic Hybrid	40	28	50
	Volkswagen Jetta Hybrid	37	29	45
✓	Volkswagen Jetta TDI	34	25	45
	Chevrolet Cruze Turbo Diesel	33	22	49
✓	Toyota Corolla LE Plus	32	23	43
	Ford Focus SE SFE	31	21	43
✓	Honda Civic EX	30	21	40
	Volkswagen Jetta SE (1.8T)	30	21	39
	Nissan Sentra SV	29	21	38
✓	Hyundai Elantra GLS	29	20	39
<b>MIDSIZE CARS</b>				
✓	Honda Accord Hybrid	40	32	47
✓	Ford Fusion SE Hybrid	39	35	41
✓	Toyota Camry Hybrid XLE	38	32	43
✓	Volkswagen Passat TDI SE	37	26	51
	Hyundai Sonata Hybrid	33	24	40
✓	Mazda6 Sport	32	22	44
	Nissan Altima 2.5 S	31	21	44
✓	Honda Accord LX (4-cyl.)	30	21	40
	Chrysler 200 Limited (4-cyl.)	30	19	44
✓	Volkswagen Passat SE (1.8T)	28	19	39
	Hyundai Sonata SE (2.4)	28	18	40
✓	Toyota Camry LE (4-cyl.)	27	19	41
<b>UPSCALE/SPORTS/LUXURY CARS</b>				
✓	Tesla Model S (base, 85kWh)	84 ①	65 ①	102 ①
✓	Toyota Avalon Hybrid Limited	36	29	43
✓	Lexus ES 300h	36	28	44
✓	BMW 328d xDrive	35	24	49

① Limited range electric car ② MPGe (mpg equivalent) ③ Composite of electric and gas

Rec.	Make & model	Overall mpg	City mpg	Highway mpg
<b>UPSCALE/SPORTS/LUXURY SEDANS continued</b>				
✓	Lincoln MKZ Hybrid	34	29	38
	Mercedes-Benz E250 BlueTec (AWD)	30	21	41
✓	Audi A7 3.0 TDI	28	19	41
	Acura ILX (2.0L)	28	19	40
	BMW 328i	28	19	39
	Mercedes-Benz CLA250	28	19	39
	Acura TLX 2.4L	27	18	41
	Audi A3 Premium	27	18	40
<b>SPORTY CARS (tested with manual transmission)</b>				
	Mini Cooper S	30	23	38
	Scion FR-S	30	23	37
	Subaru BRZ Premium	30	23	37
	Ford Fiesta ST	29	21	36
✓	Honda Civic Si	29	20	39
	Volkswagen GTI Autobahn	29	20	39
	Fiat 500 Abarth	28	21	34
✓	Mazda MX-5 Miata Grand Touring	28	20	35
	BMW Z4 sDrive28i	28	19	38
<b>SMALL SUVs</b>				
✓	Subaru XV Crosstrek Hybrid	28	21	35
✓	Subaru XV Crosstrek Premium	26	19	34
	Mini Countryman S	26	19	33
✓	Subaru Forester 2.5i Premium	26	18	35
✓	Mazda CX-5 (2.5L)	25	19	32
	Toyota RAV4 XLE	24	18	31
	Nissan Juke SV	24	18	31
✓	Nissan Rogue SV	24	17	30
	Mitsubishi Outlander Sport SE	23	18	28
	Mitsubishi Outlander SE	23	17	30
	Buick Encore Leather	23	16	32
✓	Honda CR-V EX	23	16	32
✓	BMW X1 xDrive28i	23	16	32
✓	BMW X3 xDrive28i	23	16	30
<b>MIDSIZE SUVs</b>				
✓	Toyota Highlander Hybrid Limited	25	18	32
	Jeep Grand Cherokee Limited (diesel)	24	17	32
✓	Hyundai Santa Fe Sport (4-cyl.)	23	17	30
	Chevrolet Equinox 1LT (4-cyl.)	21	14	30
	Ford Edge SEL (FWD, EcoBoost)	21	14	29
✓	Hyundai Santa Fe GLS (V6)	20	14	29
✓	Toyota Highlander XLE (V6)	20	14	27
	Kia Sorento EX (V6)	20	13	28
<b>LUXURY SUVs</b>				
✓	Lexus RX 450h	26	22	31
✓	Volkswagen Touareg TDI	24	17	31
✓	Lexus RX 350	21	15	27
✓	BMW X5 xDrive35i	21	14	28
✓	Acura MDX Tech	20	13	29
	Mercedes-Benz GL350 BlueTec	20	14	28
<b>MINIVANS</b>				
	Ford Transit Connect XLT (2.5L)	21	15	27
✓	Honda Odyssey EX-L	21	13	31
✓	Toyota Sienna XLE (FWD)	20	14	27
✓	Toyota Sienna XLE (AWD)	19	13	25
✓	Nissan Quest SL	19	13	24



but also in performance and range—the miles it can cover per charge.

Small EVs include the Ford Focus EV, Nissan Leaf, and Mitsubishi i-MiEV, while the Chevrolet Volt and Toyota Prius Plug-in hybrids are larger, approaching midsize sedans in size.

Then there are small-niche vehicles.

Consumers in California can lease all-electric versions of the Chevrolet Spark, Honda Fit, Fiat 500, Kia Soul, Smart ForTwo, and Toyota RAV4. In addition, Honda, Hyundai, and Toyota have experimental fuel-cell vehicles.

EVs allow drivers to commute moderate distances very affordably, using no gasoline and producing no tailpipe emissions. Electric vehicles can be charged via a household wall outlet, although a dedicated charger is a faster, more efficient charging solution.

However, electric vehicles have some built-in limitations. These may go away

as battery technology and electric-car infrastructure develops, but they're very real today:

- EVs cost more to buy than equivalent conventional cars.
- Range is limited, often less than 100 miles per charge, and tends to decrease in cold weather.
- An EV's large drive battery costs many thousands of dollars and it's unclear how many years they will last.
- The large batteries in a dedicated EV can take between 4.5 and 9 hours to recharge using a 240-volt circuit, and at least 16 hours with a 120-volt circuit. Using household 120-volt current to fully charge an 85KW Tesla Model S could take two days.
- Even EVs with smaller batteries take many hours to fully charge.
- Installing a heavy-duty 240-volt charger at a residence can cost as much as a couple of thousand dollars.

• Public charging stations are still limited in number and location.

Extended-range vehicle is a term coined by General Motors to classify the Volt, a pioneering electric car. When the main drive battery is depleted, the gasoline engine acts as a generator to make electricity. In all-electric mode the Volt can go about 35 miles. When the gas engine kicks in the range is extended to about 300 miles.

GM says the Volt's all-electric range should be sufficient for more than 75 percent of American commuters to drive gasoline-free to work and back.

An interesting newcomer is the BMW i3, which is available both as an all-electric and as an extended-range plug-in similar to the Chevrolet Volt.

Plug-in hybrids, currently available from Ford, Honda, and Toyota, are able to drive solely on battery power for between 12 and 23 miles before reverting to their standard hybrid operation. With

## See how much money you could save

**This chart can help you** determine your annual fuel savings by choosing a more-efficient vehicle. To compare two vehicles CR has tested, first look up their overall mpg in the Road Test charts beginning on page 224. Locate an overall mpg figure on

one axis of this chart and the mpg for the second vehicle on the other axis. The box where the two intersect shows how much money you'd save per year if you had the higher-mileage vehicle. Underlying assumptions are 12,000 miles per year;

regular gasoline at \$3.20 per gallon. As fuel prices fluctuate, so too do savings. Higher fuel prices and/or more miles traveled yield bigger savings. Replacing a vehicle running on premium fuel with one that uses regular would save even more.

mpg	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44
12	\$0	\$457	\$800	\$1,067	\$1,280	\$1,455	\$1,600	\$1,723	\$1,829	\$1,920	\$2,000	\$2,071	\$2,133	\$2,189	\$2,240	\$2,286	\$2,327
14	\$457	\$0	\$343	\$610	\$823	\$997	\$1,143	\$1,266	\$1,371	\$1,463	\$1,543	\$1,613	\$1,676	\$1,732	\$1,783	\$1,829	\$1,870
16	\$800	\$343	\$0	\$267	\$480	\$655	\$800	\$923	\$1,029	\$1,120	\$1,200	\$1,271	\$1,333	\$1,389	\$1,440	\$1,486	\$1,527
18	\$1,067	\$610	\$267	\$0	\$213	\$388	\$533	\$656	\$762	\$853	\$933	\$1,004	\$1,067	\$1,123	\$1,173	\$1,219	\$1,261
20	\$1,280	\$823	\$480	\$213	\$0	\$175	\$320	\$443	\$549	\$640	\$720	\$791	\$853	\$909	\$960	\$1,006	\$1,047
22	\$1,455	\$997	\$655	\$388	\$175	\$0	\$145	\$269	\$374	\$465	\$545	\$616	\$679	\$735	\$785	\$831	\$873
24	\$1,600	\$1,143	\$800	\$533	\$320	\$145	\$0	\$123	\$229	\$320	\$400	\$471	\$533	\$589	\$640	\$686	\$727
26	\$1,723	\$1,266	\$923	\$656	\$443	\$269	\$123	\$0	\$105	\$197	\$277	\$348	\$410	\$466	\$517	\$563	\$604
28	\$1,829	\$1,371	\$1,029	\$762	\$549	\$374	\$229	\$105	\$0	\$91	\$171	\$242	\$305	\$361	\$411	\$457	\$499
30	\$1,920	\$1,463	\$1,120	\$853	\$640	\$465	\$320	\$197	\$91	\$0	\$80	\$151	\$213	\$269	\$320	\$366	\$407
32	\$2,000	\$1,543	\$1,200	\$933	\$720	\$545	\$400	\$277	\$171	\$80	\$0	\$71	\$133	\$189	\$240	\$286	\$327
34	\$2,071	\$1,613	\$1,271	\$1,004	\$791	\$616	\$471	\$348	\$242	\$151	\$71	\$0	\$63	\$119	\$169	\$215	\$257
36	\$2,133	\$1,676	\$1,333	\$1,067	\$853	\$679	\$533	\$410	\$305	\$213	\$133	\$63	\$0	\$56	\$107	\$152	\$194
38	\$2,189	\$1,732	\$1,389	\$1,123	\$909	\$735	\$589	\$466	\$361	\$269	\$189	\$119	\$56	\$0	\$51	\$96	\$138
40	\$2,240	\$1,783	\$1,440	\$1,173	\$960	\$785	\$640	\$517	\$411	\$320	\$240	\$169	\$107	\$51	\$0	\$46	\$87
42	\$2,286	\$1,829	\$1,486	\$1,219	\$1,006	\$831	\$686	\$563	\$457	\$366	\$286	\$215	\$152	\$96	\$46	\$0	\$42
44	\$2,327	\$1,870	\$1,527	\$1,261	\$1,047	\$873	\$727	\$604	\$499	\$407	\$327	\$257	\$194	\$138	\$87	\$42	\$0

# Get the most mileage for your fuel dollars

## How you drive your vehicle

can significantly affect your fuel economy. That's the key finding of real-world fuel-economy tests we performed.

We conducted a series of tests on two vehicles: a four-cylinder 2013 Honda Accord sedan with an automatic transmission, and a 2014 Toyota RAV4 small SUV. We tested the effects of driving aggressively; carrying a car-top storage box; driving at faster and slower speeds on the highway; and driving with a cold engine, underinflated tires, a dirty air cleaner, and with the air conditioning running.

## FUEL ECONOMY DIFFERENCE MAKERS

### Drive at a moderate speed.

You may have to be a little patient, but driving at 55 mph instead of 65 or 75 will save you money. When we drove the Accord at a steady 65 mph, the car's fuel economy dropped from 49 mpg to 42 mpg compared to 55 mph. Speeding up to 75 mph cost the car another 5 mpg. One reason is that aerodynamic drag increases exponentially the faster you drive; it simply takes more fuel to power the car through the air.

In the same test with the RAV4, mileage dropped from 37 mpg to 33 mpg, then to 27 mpg at 75 mph.

**Drive smoothly.** Avoid hard acceleration and braking whenever possible. In our tests, frequent bursts of acceleration and braking reduced mileage by 2 to 3 mpg. Once up to speed on the highway, maintain a steady pace in top gear. Smooth acceleration, cornering, and braking also extend the life of the engine, transmission, brakes, and tires.



Honda Accord

### Reduce unnecessary drag.

At highway speeds, more than 50 percent of engine power goes to overcoming aerodynamic drag. So don't carry things on top of your vehicle when you don't have to. When we installed bikes on a rooftop carrier atop the Accord driving 65 mph, fuel economy dropped a whopping 35 percent, from 42 mpg to 27 mpg. Even the empty rack created enough drag to suck gas mileage down 5 mpg. Adding a wind deflector quieted things down but hurt mileage: It dropped 2 more mpg to 35.

**Skip premium fuel.** If your car specifies regular fuel, don't buy premium under the mistaken belief that your engine will run better. The only difference you'll see is about 20 cents more per gallon. Most cars are designed to run just fine on regular gasoline. Even many cars for which premium is recommended will run well on regular. We have found the differences are imperceptible during normal driving. Check your owner's manual to find out if your engine really requires premium or if you can run on other grades.

### Avoid cold engine driving.

Engines run most efficiently when they're warm. And the most effective way to warm them up is to drive! The effects vary. But as an example, driving our city mpg test several times with a cold engine consumed an extra 4 mpg versus driving it as the engine warmed up. Engines also produce more pollution and wear faster when they're cold. When possible, combine several short trips into one so that the engine stays warm.

## FUEL ECONOMY MYTH BUSTERS

**Keep pressures up.** It took a 10 psi drop in tire pressure for the Accord to lose 1.3 mpg on the highway. But what's more important is that under-inflated tires compromise handling and braking. Plus, they wear faster and run much hotter, which can lead to tire failure. For safety's sake, check tire pressure at least once a month. The owner's manual explains how to do it.

**Consider rolling resistance.** A tire's rolling resistance can add or detract another 1 or 2 mpg. But worn tires generally get better mileage than new ones with more tread. So even if you buy new

low-rolling resistance tires, you're unlikely to see any gain until you wear them down. Some high mpg tires also had good grip and did well in our tests, and they usually don't cost more, so there's no reason to shy away from models that did well in our Ratings.

Look for high-rated tires with low rolling resistance. They could save you more than \$100 a year in fuel.

**Replace your air filter.** Our tests show that driving with a dirty air filter doesn't have any impact on fuel economy. That's because modern engines use computers to precisely control the air/fuel ratio, so limiting airflow causes the engine to automatically reduce the amount of fuel being used. Fuel economy didn't change, but the car accelerated much more slowly with a dirty filter.

**Morning fill-ups.** A common myth is to buy gasoline in the morning, when the air is cool, rather than in the heat of the day. The theory is that the cooler gasoline will be denser, so you will get more for your money. But the temperature of the fuel coming out of the nozzle changes little, if at all, during any 24-hour stretch.

**Tailgates and tonneau covers.** We tested a 2013 Ram V8 on the highway at 65 mph with the tailgate up, tailgate down, and with a factory soft tonneau cover. We found that adding a tonneau cover or lowering the tailgate actually hurt fuel economy a bit. With the tailgate up and no tonneau, we got 22.3 mpg. Dropping the tailgate decreased efficiency to 21.5 mpg, and covering the bed with a soft tonneau cover dropped fuel economy down to 21.4.



Tesla Model S

some, like the Prius Plug-in, the gas engine kicks in to help out the moment you tromp on the accelerator or get up to highway speeds. Others, such as the Ford C-Max, stay in all-electric mode until the battery runs down to a specified level.

The relatively short electric-driving range of today's plug-in hybrids may be a bit disappointing, especially considering the price premium it takes to buy one. But the energy cost for electric driving is very low—say three or four cents a mile. Gasoline operation may cost something like 12 cents a mile. If you drive, say, 15 miles on battery power and another 15 on gas, the cost of those 30 miles is cut by more than a third compared with all-gas.

Why don't plug-in hybrids have a longer range? Largely because a longer range means a larger battery, which is both costly and bulky. Even as it is, finding room for the drive battery hogs a lot of trunk space in some current cars.

#### BEFORE BUYING AN EV

Your answers to these questions can help you determine if an EV is right for you:

**How far do you drive?** If you will be using the car for running local errands or you have a short commute, say 20 to 30 miles each way, the Leaf would likely fit your needs. With an extended-range EV like the Volt or BMW i3, distance is not such a limiting factor. Of course, if you can plug in while you're away from home, you'll extend your electric-driving range—and fuel-cost savings. Longer trips aren't an EV's strength.

Keep in mind that a car's electric range can vary significantly, depending on weather and driving style. Our Tesla Model S normally gives us around 225 miles per charge. But in cold weather that drops to 185. We've also found that using the heater in cold weather is a big drain on the battery range.

**Will an EV save you money?** This is the big question for everyone. Since EVs don't have an engine or conventional transmission, they generally have lower maintenance costs, which should save money over time. Depending on your local electricity rates and what you currently drive, running an EV should

always be less expensive than filling up with gas.

Electricity costs an average of 11 cents per kilowatt-hour in the U.S. Most of today's EVs run for about 3 miles per kWh, which works out to about 4 cents a mile.

With regular gas costing about \$3.20 a gallon, a car such as the Toyota Corolla, which gets very good fuel economy of 32 mpg, would cost 10 cents a mile for fuel. But electrical rates vary widely, so check your local rates.

Then there's the question of purchase price. The small Nissan Leaf starts at \$29,860, while the Volt retails for \$35,170. Prices for a Toyota Prius hybrid, the most fuel-efficient non-electric car in our Ratings, range from about \$26,000 to \$31,000.

The federal government is offering a tax credit of up to \$7,500 to the first 200,000 EV buyers from each automaker. Regional incentives are also available.

Alternatively, one can lease a Leaf or Volt for \$250 or less per month (as of October 2014), which is similar to many conventional cars.



# Fuel economy vs. performance

**You don't always have** to give up engine performance in return for good fuel economy. To prove this, CR compiled this list of vehicles that provide the best combination of fuel economy and acceleration in our

tests. Vehicles are ranked within each category based on their overall miles per gallon (mpg) and 0-to-60 mph acceleration times. All vehicles have an automatic, unless noted with an "MT."

Make & model	Overall MPG	Accel. 0-60 mph (sec.)
<b>FUEL-EFFICIENT HATCHBACKS</b>		
Overall mpg = 38 or higher; 0-60 mph = 12.0 or less		
Ford Focus Electric	107 <sup>①</sup>	10.2
Nissan Leaf SL	106 <sup>①</sup>	10.3
Chevrolet Volt	61 <sup>②</sup>	9.4
Ford C-Max Energi	47 <sup>②</sup>	8.1
Toyota Prius Plug-in Advanced	47 <sup>②</sup>	10.6
Toyota Prius Four	44	10.6
Toyota Prius C Two	43	11.3
Lexus CT 200h Premium	40	11.0
<b>SUBCOMPACT CARS</b>		
Overall mpg = 31 or higher; 0-60 mph = 11.0 or less		
Ford Fiesta SE (3-cyl., MT)	35	9.0
Scion iQ	34	10.6
Honda Fit EX	33	10.0
Mazda2 Sport (MT)	33	10.3
Ford Fiesta SE sedan	33	10.9
Hyundai Accent SE hatchback (MT)	32	8.5
Nissan Versa SV sedan	32	10.6
Ford Fiesta SES hatchback (MT)	32	10.7
Toyota Yaris LE	32	10.8
Hyundai Accent GLS sedan	31	10.3
Nissan Versa Note SV	31	10.9
<b>COMPACT CARS</b>		
Overall mpg = 29 or higher; 0-60 mph = 11.0 or less		
Honda Civic Hybrid	40	10.9
Volkswagen Jetta Hybrid SE	37	8.1
Volkswagen Jetta TDI	34	9.5
Mazda3 i Touring sedan	33	8.3
Chevrolet Cruze Turbo Diesel	33	9.7
Toyota Corolla LE Plus	32	9.9
Ford Focus SE SFE	31	8.5
Volkswagen Jetta SE (1.8T)	30	8.5
Honda Civic EX	30	9.6
Hyundai Elantra SE (1.8L)	29	9.5
Nissan Sentra SV	29	9.7
<b>MIDSIZE CARS</b>		
Overall mpg = 28 or higher; 0-60 mph = 10.0 or less		
Honda Accord Hybrid	40	7.7
Ford Fusion SE Hybrid	39	8.3
Toyota Camry Hybrid XLE	38	7.6
Volkswagen Passat TDI SE	37	9.8
Hyundai Sonata Hybrid	33	9.1
Mazda6 Sport	32	7.5
Nissan Altima 2.5 S (4-cyl.)	31	8.2
Honda Accord LX (4-cyl.)	30	7.7
Chrysler 200 Limited (4-cyl.)	30	9.8
Volkswagen Passat SE (1.8T)	28	8.6
Hyundai Sonata SE (4-cyl.)	28	9.2
<b>UPSCALE/LUXURY CARS</b>		
Overall mpg = 26 or higher; 0-60 mph = 8.5 or less		
Tesla Model S (base, 85 kWh)	84 <sup>①</sup>	5.6
Lexus ES 300h	36	8.2
Toyota Avalon Hybrid Limited	36	8.2
BMW 328d xDrive	35	8.5
Mercedes-Benz E250 BlueTec (AWD)	30	8.3
BMW 328i	28	6.3
Audi A7 3.0 TDI	28	6.6
Acura TLX	27	7.4
Audi A3 Premium	27	8.3
Volkswagen CC Sport	26	7.5

<sup>①</sup> MPGe. <sup>②</sup> Composite of electricity and gas.

Make & model	Overall MPG	Accel. 0-60 mph (sec.)
<b>SPORTY CARS/ROADSTERS</b> (tested with manual transmission)		
Overall mpg = 28 or higher; 0-60 mph = 7.5 or less		
Mini Cooper S	30	7.2
Scion FR-S	30	7.2
Subaru BRZ Premium	30	7.2
Honda Civic Si	29	7.1
Ford Fiesta ST	29	7.3
BMW Z4 sDrive28i	28	6.1
Mazda MX-5 Miata Grand Touring	28	7.0
<b>WAGONS/HATCHBACKS</b>		
Overall mpg = 28 or higher; 0-60 mph = 11.0 or less		
Toyota Prius V Three	41	10.7
Ford C-MAX Hybrid SE	37	8.4
Mazda3 i Grand Touring hatchback (MT)	32	8.2
Mini Cooper (base, 3-cyl.)	31	8.3
Nissan Cube 1.8 S	28	10.0
Ford Focus SE	28	9.3
<b>MINIVANS</b>		
Overall mpg = 19 or higher; 0-60 mph = 9.0 or less		
Honda Odyssey EX-L	21	8.4
Toyota Sienna XLE (FWD)	20	8.8
Nissan Quest SL	19	8.4
Toyota Sienna XLE (AWD)	19	8.5
<b>SMALL SUVs</b>		
Overall mpg = 23 or higher; 0-60 mph = 10.0 or less		
Mini Cooper Countryman S	26	8.3
Subaru Forester 2.5i Premium	26	8.7
Subaru XV Crosstrek Premium	26	9.7
Mazda CX-5 Touring (2.5L)	25	8.0
Nissan Juke SV	24	7.9
Toyota RAV4 XLE	24	9.0
Nissan Rogue SV	24	9.5
BMW X1 xDrive28i	23	6.8
BMW X3 xDrive28i	23	7.3
Honda CR-V EX	23	9.2
Mitsubishi Outlander Sport SE	23	9.6
<b>MIDSIZE SUVs</b>		
Overall mpg = 20 or higher; 0-60 mph = 9.0 or less		
Toyota Highlander Hybrid Limited	25	8.3
Jeep Grand Cherokee Limited (diesel)	24	8.6
Ford Edge SEL (4-cyl. FWD)	21	8.9
Toyota Highlander XLE (V6)	20	7.5
Hyundai Santa Fe GLS	20	7.6
Kia Sorento EX (V6)	20	7.6
<b>LARGE &amp; LUXURY SUVs</b>		
Overall mpg = 19 or higher; 0-60 mph = 8.5 or less		
Lexus RX 450h	26	7.7
Volkswagen Touareg TDI	24	8.4
Lexus RX 350	21	7.3
Acura MDX Tech	20	7.2
Mercedes-Benz GL350 BlueTec	20	8.2
Porsche Cayenne (base)	19	7.8
Infiniti QX60	19	8.3
<b>PICKUP TRUCKS</b>		
Overall mpg = 16 or higher; 0-60 mph = 9.5 or less		
Ram 1500 Big Horn Ecodiesel	20	9.5
Toyota Tacoma (base, V6)	17	7.9
Chevrolet Silverado 1500 LT	16	7.5
Ford F-250 Lariat (6.7, turbodiesel)	16	8.7

An EV's high price reflects its expensive battery pack. "EVs can do a reasonable range, but they can't do it at a reasonable cost given today's batteries," said Ron Cogan, editor and publisher of the Green Car Journal. No one knows how long batteries will last before they'll need replacement.

Both the Leaf and Volt carry 8-year/100,000-mile warranties on their battery packs and related hardware—and some states mandate longer warranties.

**How will you charge your car?** You can charge an EV at any household outlet, but you may be hard-pressed to charge a dedicated EV overnight on a 120-volt outlet. A heavy-duty 240-volt outlet on a dedicated 30- or 40-amp circuit, similar to an outlet for an electric clothes dryer, is much more practical.

Installing a 240-volt circuit runs an estimated \$700 to \$2,000, depending on the home's existing wiring and location of the outlet. You'll also need a charger.

The Leaf and Volt come with a kit for 120-volt, so-called Level I charging. A faster 240-volt Level II charger is more suitable. Level II chargers are currently retailing for about \$1,000, but prices have been coming down.

Installation of quick, heavy-duty DC chargers for public venues is ongoing throughout the U.S. These can charge an EV to 80 percent capacity within 30 minutes. Up-level trims of the Nissan Leaf and Mitsubishi i-MiEV come with an extra port that's compatible with these chargers. On top of that, Tesla is continuing to broaden its own proprietary nationwide network of chargers, which are free to Tesla owners.

**What will you pay for charging?** Many utilities offer a wide variety of rate plans, so it's important to find out which will work for you. High electric rates can erode and EV's savings at the pump. For example, at our Auto Test Center in Connecticut, electricity runs at the high end nationally, 19 cents per kWh. Even at that rate, electric cars cost only between

one-half and two-thirds as much to drive per mile as the most efficient gasoline-powered cars.

Off-peak rates are lower in some areas because you're taking advantage of the excess capacity that power plants have at night. In Detroit, for example, charging off-peak in the summer would cost 5.65 cents per kWh, or about 50 cents for a full charge—less than half of what it costs during summer peak hours.

Buyers who reside in California, where EVs and public chargers are more plentiful, need to be especially careful when choosing a plan. That state's Public Utilities Commission has set caps on usage for the lowest rates in basic plans. So unless you choose an appropriate plan, charging an electric car can quickly kick you into a higher price bracket.

Virtually every electric utility is developing special rates for electric cars and for off-peak charging. But such rate plans require the installation of "smart" meters, which can monitor the time of day when electricity is used. So it's best to call your utility company before you buy an electric car.

## EVs AND THE WORLD VIEW

Electric vehicles are an important part of the federal government's overall energy policy. According to a joint study by the Natural Resources Defense Council (NRDC) and the Electric Power Research Institute (EPRI), if, by 2050, 20 percent of American cars were plug-ins with an electric range of 20 miles, carbon-dioxide emissions (associated with global warming) could be reduced by at least 163 million metric tons. Using 2008 figures from the Federal Highway Administration, that could mean a savings of 550 million gallons of gasoline a year, or 22.2 billion gallons by 2050.

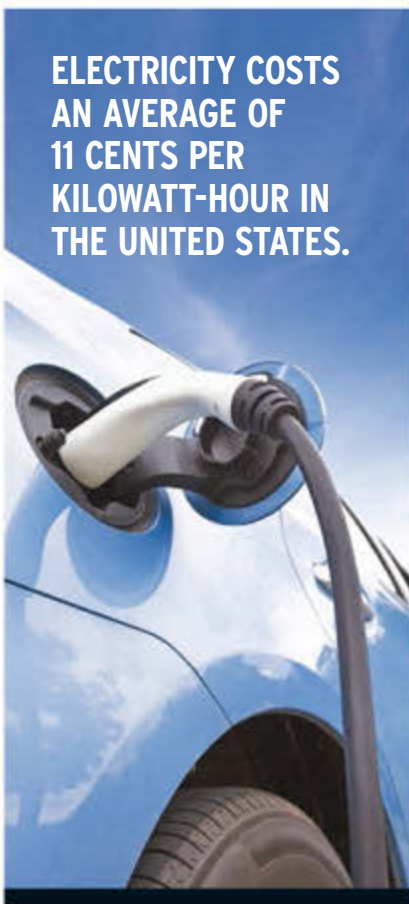
Automakers also need to build electric cars to meet the 35-mpg average fuel-economy requirements required for 2015. "There's no question that EVs have a role to play" in meeting those standards, said Charles Territo, of the Alliance of Automobile Manufacturers in Washington, D.C.

Although EVs produce no tailpipe emissions, the many power plants generating that electricity do produce emissions and sometimes nasty ones. According to the NRDC/EPRI study, air quality would improve in most of the U.S. because of the electric vehicles' more efficient overall use of energy, especially in areas that derive their electricity primarily from hydro, natural gas, or nuclear power.

Even where electricity is produced from coal, plug-in cars would cause fewer greenhouse gas emissions than similar-sized gas vehicles, the study notes.

But some areas near coal-fired power plants could see increased particulate emissions, purely as a function of the

**ELECTRICITY COSTS  
AN AVERAGE OF  
11 CENTS PER  
KILOWATT-HOUR IN  
THE UNITED STATES.**





Toyota Highlander Hybrid

need to generate more electricity to feed the nascent electric-car fleet.

## Alternative fuel vehicles

Ethanol, or ethyl alcohol, is the most widespread, renewable, not-from-petroleum gasoline substitute. The federal government has long promoted ethanol as a renewable, homegrown alternative to gasoline. The auto industry has been enthusiastic, at various points in the last several years, about flexible-fuel vehicles (FFVs), which are designed to run on any blend of gasoline and alcohol, up to E85, which is 85-percent ethanol and 15 percent gasoline.

The economics can be tricky, though. When CR put a 2007 Chevrolet Tahoe FFV through our fuel economy tests, we determined that E85 might cost consumers more money than gasoline does. Among our findings:

- The Tahoe's fuel economy dropped 27 percent when running on E85 compared with gasoline, with highway mileage decreasing from 21 to 15 mpg and city mileage dropping from 9 to 7 mpg. There was no significant change in acceleration.
- Due to alcohol's lower energy content, the range per tank of fuel declined significantly on E85.
- E85 is sold primarily in the Midwest, meaning most drivers in the country have no access to it.

➤ A big reason automakers make flexible-fuel vehicles is that every FFV they build, even if it never touches a drop of E85, earns credits toward the automaker's overall fuel-economy compliance. This has the effect of reducing their effective fuel economy requirements. For now, those credits will be phased out in 2020.

Currently, ethanol supplies are constrained, which keeps prices relatively high—about \$3.23 a gallon, or the equivalent of about \$4.57 per gallon of gas. But prices vary widely by region. Most of the gas stations selling E85 are in the Midwest, relatively near where corn is grown and the fuel is produced.

The EPA has recently approved the sale and use of E15, a lower blend of ethanol, for all cars built since 2001. But so far, few stations sell it.

Biodiesel is another fuel made from crops, and can be used to power diesel engines. This renewable, nontoxic, biodegradable fuel burns cleaner than petroleum diesel. It's usually blended with petroleum diesel, in mixes such as B5 (5 percent biodiesel and 95 percent petroleum diesel); B10 (10 percent biodiesel); and B20. As of July 2014, 100 percent biodiesel, called B100, averaged \$4.24 a gallon compared with an average of \$3.91 a gallon for regular diesel, according to the Department of Energy.

Biodiesel can power any diesel engine

with no modifications needed. A gallon of B20 costs little more than a gallon of petroleum diesel, but uses 20 percent less petroleum and burns cleaner.

However, some makers of diesels are leery of the stuff and won't honor warranties on engines that burn biodiesel in concentrations higher than B5.

Some diesel-vehicle makers also require more frequent maintenance intervals when running on B20. In Consumer Reports' own tests, a car running on biodiesel produced slightly less pollution than the same car running on conventional diesel, but returned slightly fewer mpg.

A few models on the market right now are approved for B20, including some domestic 3/4-ton pickup trucks, the Jeep Grand Cherokee and Ram 1500 diesels, and the Chevrolet Cruze diesel. GM's new compact pickups, the Chevrolet Colorado and GMC Canyon, are slated to offer diesel engines, and are expected to be approved for B20 as well.

A variation on biodiesel is straight vegetable oil (SVO), which can also burn in diesel engines. Cars running on SVO, sometimes called "grease cars," may need a separate fuel tank for the veggie oil and a preheating system to keep it from congealing. Conversion kits to add the fuel tank and other hardware to existing diesels cost about \$1,000.



# Test drives

How to size up a car from every angle



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Lots of vehicles look good on paper and in dream-world TV commercials, but your test drive is the reality check. This is your best chance to see how a vehicle measures up to expectations and, just as important, how well it “fits” you. After all, you’ll probably be paying for and living with this vehicle for the next several years. You don’t want any surprises after you’ve bought it.

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Often, it’s the little things you discover during this drive that can tip the scales when deciding among different models.

In an ideal world, you would be able to take several cars home for a few weeks and alternate among them for your everyday driving. This is essentially what Consumer Reports’ auto experts do (in addition to a full battery of instrumented testing at our 327-acre Auto Test Center) when evaluating groups of basically similar vehicles.

Unfortunately, this is not a realistic option for most people, although some dealers may let you take vehicles home overnight. That leaves the dealership test drive as your best chance to get to know the vehicles inside and out.

Don’t wait until the day you’re ready

to buy to do your test drive; that won’t give you enough time to thoroughly evaluate the cars you’re considering.

### **Plan your test-drive day**

Ideally, to accurately compare one car with another, you should test drive all of your candidate vehicles on the same day, preferably on the same or similar roads. A multi-brand “auto mall” is one way to do that, even if you don’t end up buying from there. Your shuttle time between vehicles is mere minutes, you will be able to drive each car along an identical test route, and you can compare all of them in the same afternoon.

Before your test drive, be sure to check these items off your “To Do” list:

**Grade your current vehicle.** Make a list



of the things you like and dislike about your current car: performance, comfort, features, fuel-economy, controls, and any idiosyncrasies. Does the seat give you a backache on long trips? Is there too little storage space? Is there a cup holder that doesn't hold a drink securely? Do you want MP3 player controls, Bluetooth, or a rear-seat entertainment system for your children?

Put down all your gripes—large and small—so you don't overlook those things in the new car.

**Plan your own route.** If a salesperson goes along with you on your test drive, he or she will likely suggest a quick, well-used route that's "friendly" to the vehicle and doesn't stress the engine or suspension too much. But this won't

give you a complete picture.

If you can, plot out a route of your own in advance, one that lets you experience various traffic situations and different types of roads. Try to find a stretch of broken or washboard pavement to include in the loop.

Rough city streets, winding country roads, and/or high-speed freeways, if you normally drive on them, should be also part of your route.

It would be best if you were able to spend at least a half hour driving each vehicle, but that's probably not in the cards. If you can, though, make it a route that you are familiar with so you'll be able to spend more time focusing on the car instead of an unfamiliar road.

**Schedule your appointments.** When

you call the dealerships, confirm that the vehicle or vehicles you want to drive are in stock and equipped the way you want. If you're contemplating a car with the base engine, it doesn't make sense to test drive a fully loaded demo with the up-level powertrain. Schedule your appointments to drive candidate cars back-to-back.

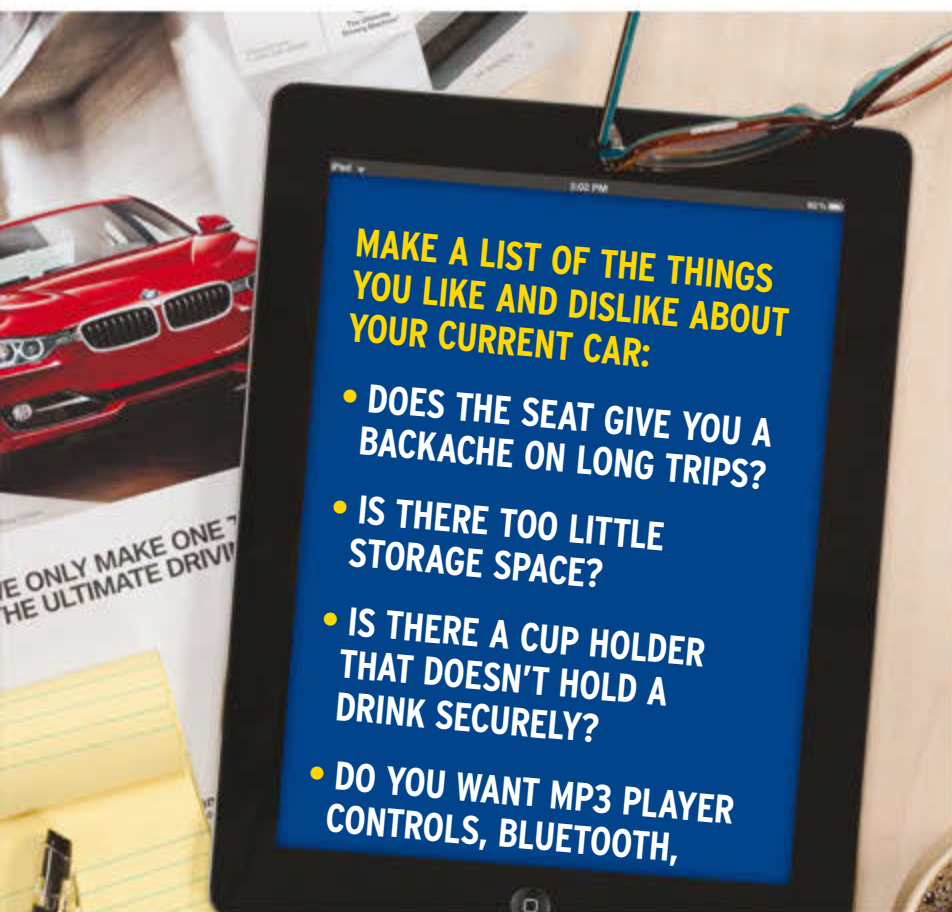
**Be prepared.** Before the big day arrives, assemble the items you should take with you. These include the following:

- Your car-insurance verification.
- A smartphone or a notebook to record your thoughts and observations about each car.
- Your list of likes and gripes about your current vehicle.
- The exact vehicle configuration—including trim level, features, and options—for the vehicles you want to drive.
- A copy of the test-drive checklist on page 35 for each vehicle.
- An iPhone, MP3 player, or even a CD you'll use to try the audio system.
- Bring along any child seats to be sure you can secure it easily in each vehicle.
- If possible, have your partner or spouse come along to take notes, ask questions, and, if you'll share the car, drive it.

## Pre-drive inspection

When you arrive at a dealership and greet the salesperson, make it clear up front that you are there only to inspect and test drive the car(s) in which you're interested, and that you will not be making any buying decision right away. This will help keep things simple and allow you to better concentrate on comparing cars.

Throughout the visit, resist any attempts by the salesperson to lure you into making a buying decision or talking about a deal. Despite a sense of urgency the salesperson may try to create ("We have a great deal that's only good for today" or "I've got another customer coming to look at this exact vehicle







## DO SOME ADVANCED PLANNING AND PUT YOUR PLANNED ROUTE INTO A MAPPING APP BEFORE YOUR TEST DRIVE.

When comparing vehicles, think about how they fit your lifestyle. If a seat is uncomfortable or if the controls are awkward to use, you could become frustrated with the car long before the loan or lease is over.

### DOES THE CAR FIT YOU?

As you open the driver's door and slide into the seat, note how easy it is to get in and out. You shouldn't have to duck your head a lot or contort your body. Some SUVs and pickups can be difficult to enter because of their high step-in height, which can be especially inconvenient for short people and children. Are the door handles easy to operate? How heavy are the doors, and can you open them with one hand if you are holding some bags? Can kids get in and out by themselves?

Be sure the vehicle has the same upholstery you intend to buy. Leather seats, for instance, can have different underlying structure and padding than cloth seats, which affects their overall comfort. Some people prefer leather because it's easier to clean. But remember this: leather can be clammy in the winter and sticky on bare skin when it's hot. Available heated and cooled seats can remedy this, but not all models offer it.

Seat comfort is very important but a highly personal judgment. A seat with multiple adjustments is best for an optimum driving posture. A seat that's padded like an easy chair can feel great for a few minutes, but if it loses support or sags during long trips it can add to driver fatigue.

You want to be able to easily slide the seat fore and aft as well as up and down. Having a height adjustment option can make a big difference, particularly for a shorter driver. The seat should fit your body and support you from the thighs to the shoulders. It shouldn't pinch from the sides or protrude into your back. Adjustable lumbar is a benefit; it's even better if it can be adjusted for height too.

Can you reach the safety belt quickly and easily? Can you position it across your shoulder, chest, and hips properly? You don't want the edge of the belt to graze your neck. Does the shoulder belt allow for free movement under normal driving situations? Check to see if the door and center armrests are in natural-feeling positions.

Make sure the head restraint can be adjusted to provide adequate protection in a rear-end collision. The top of the headrest should be at least even with the top of your ears.

Adjust the steering wheel to custom-tailor the driving position. Most steering wheels adjust for both rake (up/down) and reach (in/out). Make sure it has enough adjustments for you. Does the wheel feel comfortable in your hands? Are there audio and/or cruise-control buttons on the steering wheel? This can make it easier to perform common functions without taking your eyes off the road.

Once you have the seat and steering wheel positions set, assess your driving position. You should be able to reach the pedals without sitting too close to the steering wheel. Some SUVs and trucks even have power-adjustable pedals, so check those too. Make sure there is sufficient space between the top of your head and the ceiling.

Your body should be at least 10 inches away from the steering wheel so the air bag has room to deploy if necessary. You should be able to reach all the controls without taking your eyes off the road.

Check your visibility both inside and outside the cabin. Make sure you can see the instrument panel clearly. You should

later today"), simply repeat that you'll make your decision only after test-driving all the cars that you're considering. Being polite—but firm—with this message can help lessen the sales pressure. And don't get sidetracked by an ambitious salesperson who is trying to move some other model.

At the start, spend some time carefully looking over the vehicle, inside and out. Does it look as good as you expected? Walk around and check the seams between body panels and doors; are they evenly spaced, without gaps or irregularities? Does the color look good in different light? Is the paint smooth, with mirrorlike reflections?

A car's exterior styling is designed to grab your attention, evoke emotions, and project an image. But it's inside the vehicle that you'll spend your time. Your long-term satisfaction can be greatly influenced by how the vehicle's interior is designed. This includes how comfortable and quiet the cabin is and how convenient the controls are to operate.

also be able to see well in all directions while maintaining a comfortable posture as you drive. A high dashboard and low seats—or high seats and a low roofline—can obstruct the view forward. Wide roof pillars can block your view to the rear, creating dangerous blind spots. Can you accurately judge the location of your front bumper from over the dashboard and down the hood? Adjust the side mirrors so they're positioned right for you.

#### GET FAMILIAR WITH THE INTERIOR

While you're sitting in the driver's seat, look around and assess your environment. Many elements make up a well-designed interior. Is this one that you will want to spend a lot of time in?

Check the controls and displays. Any person who will be driving the vehicle should be able to see, reach, and use all

controls easily. The dashboard layout should be logical and intuitive. Are the instruments easy to see and interpret? Are controls for the audio and climate-control systems logical and uncomplicated? The buttons and knobs should be large enough to operate them quickly, easily, and without having to take your eyes off the road for more than a moment.

All the controls should have clear, unambiguous markings, and the ones you use at night should be illuminated. Push buttons should give good tactile feedback. Adjust the climate-control system to your preferred temperature to see how well it works.

Now is the time to find the hood and trunk releases, fuel-filler door release, power-door lock button, window switches, and maybe the seat heater switches. Are there map lights in the

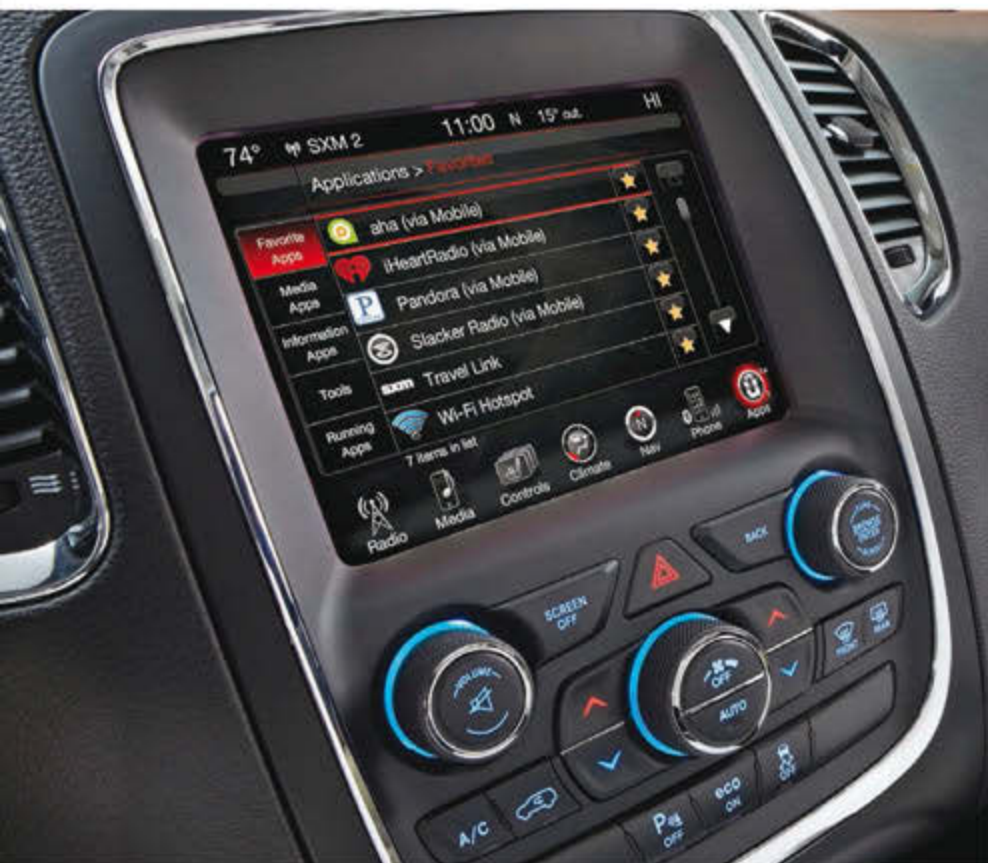
front or is there simply a single dome light above the front seats?

Are there places to stash things? Check to see if there is sufficient space for your MP3 player, cell phone, CDs, toll change, sunglasses, and such. Will a water bottle, a large cup, or your favorite travel mug fit securely in the cup holders?

Drink containers shouldn't block access to important switches or cubbies that you may need to open or reach into while driving.

Open the glove compartment. Can it hold more than the owner's manual? There should be room for a flashlight, a tire pressure gauge, and any other things you carry there.

How does the audio system sound? Connect your phone or MP3 player, or pop in a CD, to see if the audio quality meets your expectations. Make sure you



Chrysler's UConnect interface (left) is very intuitive to use and has large, easily readable fonts. Other systems, like the Cadillac Cue (below) are convoluted and distracting. Often the simpler, less exciting systems work best.





## Kids & dealerships

**Should you bring your children** when shopping for a new vehicle? The answer is yes and no. It's a good idea to bring them along when you're doing your test drives, because it's important to make sure they'll fit securely (and happily) in your new vehicle. And they can give you a good "rear-seat" perspective, such as whether the seats are comfortable and they can easily see out the windows.

If this can't be arranged, or if you think a long test-drive day will wear them down, make sure you go back for a second test drive with the entire family for any vehicle you are serious about buying.

If you have a teenager who will be driving the car, you should let him or her take a turn behind the wheel while you're test driving.

But when it comes time to visit dealerships to negotiate the best deal you can, kids are best left at home. They can become a distraction during the process, especially if you end up spending a lot of time in showrooms.

run through the common controls to see how easy they are to operate.

Try out any advanced electronics systems. If the vehicle has a full-feature climate-control or electronics such as navigation, voice-activated controls, a hands-free phone hookup, or a multi-function control system, definitely spend time trying them out.

You may want to take some time and have the salesperson show you how they work, since some are very complicated and hard to use without studying the owner's manual. Learning a new system can be distracting while driving, so begin by going through as much as you can while parked. Don't be shy about asking questions. Most salespeople go through extensive training in order to explain all of the systems in the car.

Finally, if there is a sunroof or moonroof, open it to see how easily it operates. Raise and lower the convertible top to make sure it operates quickly and easily, and look to see how much trunk space it steals.

### CHECK OUT THE REAR SEATS

After you've finished with the driver's seat, sit in each of the other seats. Spend

some time in the backseats to see what it's like. Some cars with low-slung roofs force you to duck a lot to keep from banging your head, especially when accessing the rear. In others, it can be awkward to step into the rear because there's a high, wide sill or a narrow door opening.

Leg and foot room, especially in the back, can be too tight for some passengers. Do rear-seat passengers get fold-down armrests? Are there adequate cup holders, storage spaces, and ashtrays front and back? What about USB and 12-volt power outlets in the cabin and cargo area?

If you use a child seat, make sure it can be easily secured. Is it possible to lift a sleeping child out of the seat without straining or banging your head? Check how much crawling is required to access the third-row seat in minivans and SUVs. Once back there, how comfortable (or claustrophobic) does it feel?

Finally, if you have kids, are they going to be happy back there? See if there are plenty of places for drinks, snacks, toys, and books. Can they see out of the windows easily? Many new vehicles have high windowsills that make it difficult

for small children to see out. This can lead to boredom and complaining. Check out any optional conveniences like rear climate controls or audio and video systems. Judge for yourself if they're worth the extra cost.

### INSPECT THE CARGO AREA

Be sure to check out the trunk or cargo area. Some trunks or rear hatches have to be opened from the outside with a key, which can be a real nuisance when your hands are full. Better designs have a covered grab handle or touch pad that can be used to unlatch and open the trunk lid or hatch. Also good is a power-operated release that lets you open the trunk or hatch by pressing a button on the key fob.

Once the trunk lid is open, check to see what kind of hinges it has. The most common design is also the worst: gooseneck hinges that swing down and can crush packages. Better designs use struts that don't intrude into the cargo space.

How difficult will it be to load bulky items? How high do you have to lift things to load them? Make sure the space is big enough and configured to carry





Toyota Highlander



Volkswagen Passat



Honda CR-V

Make sure you spend time examining the vehicle with your uses in mind. Have your kids clamber into the second- and third-rows seats; outdoor adventurers should check that there is plenty of room in the trunk or cargo area for their gear (above).

any odd-sized cargo you may have—like golf clubs.

Does the seatback fold down for increased cargo space? The most versatile designs have split seatbacks that allow you to fold either half down separately.

Some cars come with a flat-folding front passenger seat for carrying extra-long items that extend all the way from the trunk to the glove box. If there is a third-row seat, check that it folds flat or into a well in the floor. Make sure

they're easy to fold down.

What about the spare tire? It's important to check with the salesperson to see if the vehicle comes with a spare. Many manufacturers are eliminating this one-time ubiquitous item. Instead, they just supply a compressor and a can of sealer. To us, that's an insufficient substitute for a real spare tire. If the car comes with a compact spare, ask if a full-sized spare will fit in the well. Make sure a jack and tool kit are provided. Is

there room for your own tools and emergency items?

#### LIFT THE HOOD

Ask your salesperson to show you the service points in the engine compartment. The location of dipsticks and fluid filler caps should be handy and easily identified. The same goes for the battery terminals; you want them easily reached should you ever need jumper cables. Be aware: some cars have batteries in the

trunk, or hidden in difficult-to-access cubbies. These use remote terminals for jumping or trickle-charging the battery.

## Getting on the road

You've already knocked off a big part of the test drive, and are likely itching to start some on-road evaluations. The best way to do that is to eliminate as many distractions as possible. Some dealers will let you take the car out by yourself, but don't be surprised if one or two insist on sending someone along. This is where your companion can come in handy: let them deal with a jabbering salesperson while you concentrate on the vehicle.

However, this can be a potentially dangerous situation. A new car will likely overly impress you, since it's better than the one you're now driving. It's key to compare it to other new vehicles in which you're interested, rather than to your current car. The more vehicles you test-drive, the better perspective you'll develop.

Listen and feel for the things you like, and be on the lookout for things you might not be happy with. Many cars have personalities, and it's important to find one that matches yours. Little things that might seem insignificant now could become major irritants down the road.

Here are a few things you should consider during your test drive. If possible, have your companion remind you of these points, or even read the following points, while you drive:

**Ride comfort.** Gauge ride comfort on a stretch of imperfect pavement. Do the potholes, seams, and cracks in the pavement rattle your teeth and punch your kidneys? Or does the suspension isolate you from the road and keep you blissfully unaware of the decrepit road conditions?

Soft suspensions feel pillowy over holes and ruts, but allow the body to wallow up and down a bit after a large bump. The best vehicles feel tight and controlled over bumps, recovering immediately.



**Not every car has the battery near the engine. Have the dealer show you where the battery is, or if there are terminals underhood if you need a jump start.**

Sporty cars, including some sedans, typically have a firm ride, which is a trade-off for their better handling characteristics. Firm can be good, but often in small doses. Many buyers who were bitten by the sports car bug have later come to regret it. A rough ride can quickly get old when every little ripple in the asphalt punches through as a teeth-chattering jolt.

Some cars, especially small ones, have a "busy" ride, which means the body makes constant little jittery motions up and down or side to side. Avoid that if you can. The better cars have suspensions that swallow up pavement flaws without sharing them with the vehicle's occupants.

**Acceleration.** It's a scary feeling when you need acceleration...NOW...to pull out into traffic, but the engine feels unwilling—or unable—to deliver. So make sure you try a quick acceleration run from a stop and a rolling merge into fast freeway traffic. You want to be able to maintain highway speeds without constantly flogging the car. If the engine has to scream its head off to get you up to highway speed, look elsewhere.

Try climbing a steep hill and note if the transmission downshifts smoothly and how the engine responds. You shouldn't feel any clunks or harsh, abrupt shifts. There should be seamless power delivery, without any hiccups.

Strong, dependable acceleration is one part engine power, one part effective transmission. Even a powerful engine can feel lame if it's coupled with a mediocre transmission. Conversely, a lower-horsepower engine can perform better in combination with a modern, well-designed transmission.

A major benefit of a test drive is to see if you like the powertrain. If you weren't impressed, now is the time to try a different one if available or look at other brands.

**Braking.** During your drive, pay attention to how the brakes feel. Are they responsive without being too touchy? Braking is hard to evaluate thoroughly without professional help, but you can do a basic assessment. Just make sure to warn the salesperson in advance.

Try to get a sense of how the vehicle responds to both soft and more forceful braking. It should be smooth and progressive. Grabby brakes that suck out your eyeballs or feel as if you're pushing into a bowl of oatmeal don't help driver confidence.

Hybrid and electric cars will likely feel different under braking than in the car you are used to driving. This is because they incorporate mechanisms to capture braking energy to charge the battery. They may feel slightly numb or isolated.

**Steering and handling.** Good steering should feel easy and controllable



If you haven't bought a new car in a while, you may face a host of new technologies, such as blind-spot warning systems (top). Make sure you are comfortable with them before buying the car. Clear, well-illuminated gauges can make driving at night less fatiguing (above).

through turns—not so quick that it feels darty and not so slow that it takes a lot of turning to make a maneuver. You should get “feedback” through the steering wheel: a good system will tell you what the wheels are doing on the road. The lesser systems feel numb and disconnected from the wheels.

Steering systems have evolved rapidly over the past few years. Variable power steering, which adds more heft at higher speeds and lightens up the steering effort at slow speeds—like when trying to park—is commonplace.

But electric systems—either fully or partially electric—are found in more and more vehicles. These don't use hydraulic lines to help move the steering rack (which turns the wheels left or right). Instead, they send signals to

the gears that move the rack.

The benefit is marginal gains in fuel economy through the removal of the hydraulic system. But often that comes at the expense of steering feel and weight. The better systems are transparent: you'd never know the type of system. Weaker systems often feel artificially light or heavy, or just never have the appropriate weight for the conditions. Some are too heavy when parking, and overly light on the highway.

When driving, consider how the car responds well to quick maneuvers. Check if it tracks well when driving straight ahead or if it requires small, continual corrections. Since the vehicle's response to quick steering maneuvers is a key factor in avoiding an accident, it's

important to be comfortable with the way your vehicle responds.

On thing to remember—don't play race car driver. This isn't the place to push a vehicle to its handling and braking limits. Instead, see Consumer Reports' accident avoidance Ratings in the Vehicle Ratings charts that begin on page 76.

**Quietness.** At one point during the test drive, turn off the radio and close all the windows so you can hear what is going on, especially at highway speeds. Check how subdued or raucous the engine is during heavy acceleration and highway cruising.

Four-cylinder engines tend to be the noisiest, so you may also want to try a V6, if it's offered, to see if it's any better. Remember: engines don't get quieter with age. Something that's borderline offensive during the test drive will be downright unlivable as time goes by.

Is there excessive wind noise? The side mirrors are a major source of wind noise, as are roof rails on SUVs and wagons.

Tires can be another source of noise. High-performance tires on cars and off-road tires on SUVs and pickup trucks tend to create the most noise. While annoying, this noise is often a big part of the ownership experience, and people who gravitate toward these vehicles are usually not bothered by it. But the test drive is a good way to find out your tolerance level.

**Visibility.** This can vary greatly, even among similar vehicles. But you can tell which ones have the best visibility during your back-to-back drives. Don't forget to check rear visibility when backing up and the size of the rear blind zone. Backup cameras are just a part of the rear visibility equation. They shouldn't have to compensate for thick roof pillars and small windows.

**Driving at night.** Of course daytime visibility is important. But once you are serious about buying a car, try to test drive it after dark. This way you'll be able



to tell how well the headlights perform; which switches, gauges, and controls are lighted for nighttime use; and whether there are any annoying reflections in the windshield.

### After the test drive

You can bet that once the test drive ends, the hard-sell process will begin. Your salesperson is counting on you being jazzed from driving a new car and ready to seal the deal. This isn't the ideal time to start negotiating, especially if you still have other cars to test drive. In reality, you need this time to collect your thoughts. Even if you absolutely love the car, keep your emotions in check.

Use the test drive checklist on this page to help organize your notes.

How you're treated during your first visit to a dealership may tell you a lot about any future relationship, so make sure you're comfortable with the atmosphere and test-drive experience. Your test drives give you a good chance to evaluate a variety of dealerships. Even the lowest possible price usually won't compensate for a bad dealership experience. Every salesperson you deal with should treat you with respect and honesty. Unfortunately, there are exceptions to every rule. So we have included some helpful questions that you should ask yourself when deciding where to buy your next vehicle:

- Was the salesperson responsive to questions?
- Was I treated with respect?
- Did I get all of the information I needed?
- Did I get honest answers?
- Was it easy to arrange a test drive?
- Were any high-pressure tactics used during my first encounter?
- Was I invited back for more test drives?

If you answered "yes" to more than a few of these questions about a dealership, there's a good chance you might want to do business there. If you answered "no" often, you should think about going elsewhere to buy your car.

## Test-drive checklist

WALK-AROUND CHECKLIST	GOOD	AVERAGE	POOR	COMMENTS
<b>EXTERIOR</b>				
Styling				
Body panel fit & finish				
<b>INTERIOR</b>				
Driving position				
Ergonomics				
Quality of plastics, leather, upholstery				
Ease of entry/exit, front & rear				
Head room, front & rear				
Leg room, front & rear				
Seat comfort, front & rear				
Instruments & controls, layout & usefulness				
Storage space inside				
Cargo space				
Comfort & convenience features				
Audio system controls				
<b>ROAD-TEST CHECKLIST</b>	<b>GOOD</b>	<b>AVERAGE</b>	<b>POOR</b>	<b>COMMENTS</b>
Acceleration/passing/hill climbing				
Braking				
Handling/cornering				
Transmission				
Ride comfort/suspension				
Driving position				
Noise from engine, wind, and tires				
Rattles and squeaks				
Visibility: front, side, rear, mirrors				
<b>OVERALL EVALUATION</b>				

# Auto Financing

Sorting through the dizzying array of choices.

FORD F-150

**\$44,580**



MAZDA6

**\$23,590**



KIA OPTIMA

**\$29,050**







**37 HOW MUCH CAN YOU AFFORD?**

**39 UNDERSTANDING YOUR CREDIT SCORE**

**41 WHERE TO SHOP FOR A LOAN**

**42 GET PRE-APPROVED FOR A LOAN**

**42 AUTO FINANCING ALTERNATIVES**



With the price of a new car now averaging more than \$30,000, few of us can afford to simply write a check to cover the purchase. That's why the vast majority of new-car buyers—some 85 percent—take out a loan to finance all or part of it. Scary finance fact #1: The average new-car loan is for more than \$27,000, the highest it's ever been.

But this is a good time to shop around for money. Interest rates are far lower than they were ten years ago, and lenders have loosened up their credit requirements a lot in the past two or three years.

In this chapter we provide insights and strategies for getting the most for your money. We'll tell you how to estimate what you can afford, how and where to shop for the most favorable loan rates, and what you need to know about your credit score.

### **How much can you afford?**

If you don't have a clear picture of how much you can actually afford, it's all too easy to bite off more than you can chew getting behind the wheel of a new car. Many people fall in love with a dream car and enter a state of denial when it comes to the math. Or they let themselves be lulled by a friendly salesperson into

buying more options than they need or extra-cost items they can do without, like an extended warranty service contract.

Affordability, of course, means different things to different people, and usually hinges on both household income and existing obligations. A childless professional couple likely has much more latitude than a family with two young children, even if both families have the same income.

What's your budget? Take an honest look at your current finances. The fancy word for this is doing a "cash-flow analysis," but it's really just a monthly budget. See much you currently spend on essentials like mortgage or rent, utilities, food and clothing. Add other monthly payments, such as student loans, homeowners insurance, cell phone, internet, and cable TV. Don't forget to include local taxes, if any,



not deducted from your paycheck. It's important to leave yourself a decent cushion for entertainment, vacations, emergencies, and retirement savings.

Now look over your bank and credit card statements for the last two years. This should give you a solid idea of where all the money goes. You may find places where you can cut back, or you may already be running pretty lean. Get a handle, too, on what you currently spend on car-related activities: an existing loan as well as maintenance, repair, fuel, and auto-insurance costs.

Years ago there was a common rule of thumb called the 20/4/10 rule that

was used to estimate auto-ownership affordability. That meant making a 20 percent down payment, taking out a four-year loan, and devoting no more than 10 percent of your gross income each year to the loan, including car insurance.

In current times that rule of thumb just doesn't work for people. New-car prices are too high for a three- or four-year loan and incomes are stretched too thin. As a result, car-buyers are taking out longer and longer loans to keep the monthly payment bearable. The average term is now 66 months (five and a half years), according to Experian Automotive,

the market-analysis arm of the Experian credit-reporting agency. Scary finance fact #2: 25% of all new loans run from about six to seven years.

Just because a lot of people are doing it, super-long loans are not a great idea. For one thing, unless you can come up with a really large down payment, for many years you will owe more than the car is worth. Lenders call the period where you owe more than the car's value "being under water."

If you have to sell the car or if it gets totaled before you reach the break-even point you'll wind up making continuing payments on a car you no longer own. The extra years of payments also mean extra years of interest, and that can really add up.

Many people trade in a car they still owe money on. A dealer who arranges financing then rolls whatever is due on the old loan into the new loan. This may look like an attractive proposition if you are in a situation where you can't pay off your old car before selling it. But beware. In essence you'll be paying off the balance due on the old car for the entire term of the new loan. And that balance-due will be affected by whatever the dealer offers as a trade-in allowance. If the dealer gives you a low-ball trade-in allowance you could be upside-down for a long time.

Price your new insurance. Your cash-flow analysis will tell you how much you have left over to devote to car ownership each month. Your monthly loan payment has to be considerably less than that, however, because cars bring running costs: fuel, maintenance, and insurance.

Once you have a candidate car in mind and know its approximate selling price, call your insurance agent to ask what it would cost to add that car to your policy. Or go online for competitive insurance quotes.

If you've been driving an old car up to now you might be surprised at how much your rates may rise. Obviously it costs more to insure a car valued at



## How much car for a given monthly payment?

This table calculates the price of a vehicle that different monthly payments and loan terms will buy. This assumes a \$5,000 down payment and an Annual Percentage Rate of 4 1/2 percent. Also baked in is a sales tax of 6 percent.

Monthly payment	48 months	66 months	72 months
\$350	\$19,196	\$23,990	\$25,517
\$400	\$21,265	\$26,743	\$28,489
\$450	\$23,333	\$29,496	\$31,460
\$475	\$24,368	\$30,873	\$32,946



\$30,000 than one valued, say, at \$10,000. You might have dropped collision coverage on your old car to save money. But not only will you want that coverage on the new one, it is also required by the financing company if you have a loan or a lease on the vehicle. See Chapter 8 (page 70) for more on auto insurance.

Your monthly payment. As far as car selection is concerned, the point of the budgeting exercise is to determine the highest monthly payment you are comfortable with. That is information you keep to yourself when negotiating with a car salesman, however.

Why keep that information close to the vest? Because the moment a smooth-talking car salesman discovers the highest monthly payment you can bear is the moment he can structure a deal that will use every bit of it, and possibly put you into the most expensive car he can. The easiest way for him to do that is to stretch out the loan. That also gives a dealer who arranges financing the ability to build in a higher than necessary interest rate without you realizing it.

Actually, though, making a sober assessment of what you can comfortably afford might tell you that you shouldn't buy the car you had your heart set on

right now. Then you might either consider a cheaper car, or a comparable used car, or postpone the purchase until you can save up a larger down payment. Another option is leasing, which we discuss in Chapter 5 (page 44).

Test-driving monthly payments. How much car will a given monthly payment buy? Numerous online loan calculators can help you do the math. One that's especially easy to use is the "affordability calculator" at Cars.com, but there are many others. Among other things, they let you plug in a monthly payment of your choice, along with other assumptions, and see the total price of the car that payment will finance.

For example, suppose you want to hold your loan payment down to \$350 per month. Assume an interest rate of 4½ percent, which was about average for a new-car loan in mid-2014, plus a sales-tax of 6 percent, and a down payment of \$5,000. A 66-month loan would buy a roughly \$24,000 car. In the same conditions a \$450 monthly payment would buy a car costing about \$29,500.

Picking a loan term of 48 months—which we think is more sensible than 66 months—would limit your choices but still buy some pretty acceptable cars.

A \$350 monthly payment would finance only a \$19,200 car while a \$475 payment would net a car costing about \$24,400.

## Understanding your credit score

Before applying for a loan, it's wise to check your credit standing. That will give you a pretty good indication of where you stand in the eyes of potential lenders. Many people assume that few car-shoppers have good enough credit to qualify for the cheapest, lowest-interest auto loans, but that's not so. According to Experian, one of the big-three credit bureaus, about two-thirds of all new-car auto loans last year were granted to people with "Prime" or better credit standing, and 44 percent of borrowers were in the highest category, called "Super prime" in Experian's parlance.

You can obtain your credit information from any or all of the three big credit-reporting agencies, also called credit bureaus, which monitor consumers' credit information. Besides Experian the others are Trans-Union and Equifax. They all track your past and present borrowing behavior and also generate a three-digit score that supposedly summarizes your credit-worthiness.

By law, you're entitled to one free report from each of the three major credit bureaus every 12 months. To order your reports visit [annualcreditreport.com](http://annualcreditreport.com). When you get your reports, scrutinize them carefully for errors, because you can challenge any mistakes you find, and it's smart to correct any misinformation that could be depressing your score.

While the reports are free, at least once a year, the scores may not be. For those you'll wind up paying about \$7 each from the credit bureaus themselves and about \$20 each from other services.

If you've ever had a bank loan, installment loan, or credit card, information regarding your account activity will appear on your reports. Besides payment history, the credit bureaus track your total available credit, current debt, and how much

of your available credit you are using, among many other factors. You may also find negative information: late payments, missed payments, judgments, write-offs, and bankruptcies.

Your scores will almost certainly differ, at least a little, from one agency to another. Each may gather information from a slightly different list of creditors who report your payment activity to them, and they each use different algorithms to turn your credit activity into a score.

#### MANY SCORES, LITTLE CONTROL

Credit scores are often generically called FICO scores. That's because a firm called Fair Isaac Company developed the most widely used scoring algorithms, software it sells to the credit-reporting agencies and lenders. Fair Isaac refines its FICO software much as Microsoft trots out successive generations of Windows, Office, and Word. Those algorithms are also tweaked for different lenders for different purposes.

That means that there are many versions of FICO score in circulation, used by mortgage companies, credit-card issuers, auto lenders and others. Depending on who is pulling a score on you, your credit history may generate more than 60 different scores. You should realize, too, that your credit score fluctuates throughout the year as your various loan balances change, or you apply for new credit, or close existing accounts. Those are two good reasons not to obsess too much on the scoring number and on modest differences you may see between the different scores you might obtain.

When you buy or obtain your free-once-a-year scores from the credit-reporting agencies, what you get is a branded score called a PLUS score, which is a FICO score with some finishing touches incorporated by the agencies. For several reasons they differ a little bit from one agency to another. Credit bureaus may not all gather the



## Improving your credit score

Here are some tips for keeping your credit record healthy:

- Sign up for automatic payments from your checking account so that at least the minimum payment is made each month.
- Don't max out on credit cards. Try to keep your balance no higher than 20% of the card's limit.
- Don't close credit-card accounts you aren't using. Unused credit is good for your long-term record.
- Get your credit reports and challenge any misinformation you find.
- If you want auto-loan providers to see you in the best light, never miss a car payment.

same information on you. And you may see scores that use different scales: 300 to 900, 300 to 850, or something similar.

What they are not is the exact score that any given lender may be using to judge your loan application. Lenders buy scoring software from FICO and other providers. The lenders have no obligation to show you the score they are using to judge your credit-worthiness.

**Scoring tiers.** Lenders typically divide credit scores into tiers, or categories. It might be a simple five-step scheme such as Excellent, Good, Fair, Poor, and Bad. In recent analyses of consumer credit behavior nationally, Experian has been using these tiers: Super prime (740+), Prime (680-739), Nonprime (620-679), Subprime (550-619), and Deep Subprime

(Under 550). The average score of all borrowers in mid-2014 was 681, which is pretty darn good.

Different providers may put the cut points between categories at different places. For instance, a score of 680 might be considered prime in one system and nonprime in another.

Lenders, however, can put the cut points wherever they want, according to their own business needs. For auto lenders such as the car companies' financing arms, the amount of your down payment can dramatically change the tier they put you in.

The tier you land in can make a huge difference in the Annual Percentage Rate you'll pay. Last year, people in the highest tier were paying less than 3 percent on new-car loans. Conversely, sub-prime borrowers were paying, on average, more than 13 percent.

As we explain below, however, the score you obtain with your credit reports is only a rough guide to how credit-worthy a lender will judge you. Lenders make decisions on whether to approve a loan, how much to lend you, and at what interest rate they quote, based solely on their needs, not yours. And they may consider all sorts of factors, such as your income and work history, that credit bureaus don't even track.

You could have perfectly good credit and some bank will might turn you down if it doesn't need borrowers with your score right now. But you could have lousy credit and still get a loan if the lender wants to make more sub-prime loans.

What many people don't realize is that getting turned down for a loan doesn't hurt your credit score. The credit-reporting agencies only track the applications you make, not the results.

**Lenders' "secret" scores.** When lenders make various kinds of loans, such as auto loans or home mortgages, they often use scoring models adapted for the purpose, which produce different scores from those you obtain for yourself from the credit bureaus. In the auto loan area



there are, for instance, scoring models called “auto enhanced” or “auto industry” variants. They’re based on formulas that give more weight to your past behavior specifically with auto finance.

If you’ve made late payments or defaulted on a car loan it will ding your “auto” score more than otherwise. Similarly, if you’ve been really good with auto payments, your score could be higher than the one used by a credit-card issuer. An auto lender might not care, for instance, if you’re chronically late with your Visa bill as long as you pay your car loan on time every time.

What is vexing to many consumers, however, is that they have no legal right to see that “auto-adjusted” loan score. That puts consumers at somewhat of a disadvantage. If the auto score is wildly different from a regular FICO score, consumers can’t learn why or do anything about it.

However, if you’ve had a positive auto-loan history it’s probably safe to assume that your auto-loan score will reflect it. The reverse is also true. If you discover that your credit-bureau report shows negative information about your prior auto-loan performance that isn’t true, you should contest that information, both with the credit bureau and with whatever

creditor is bad-mouthing you.

Do scores even matter? Some experts have argued, with some justification, that it’s pointless to get your scores from the credit agencies since lenders don’t have to use them to make a loan. They’ll either lend you money or they won’t.

But we think that getting your easily available credit reports and scores is still useful. It will tell you where you fall generally on the credit spectrum, and may prod you to fix any errors you find. If the information is accurate, most of the time the credit-bureau scores run fairly parallel with lenders’ secret scores.

## Where to shop for a loan

The auto-finance business is enormous, with hundreds of institutions making hundreds of billions of dollars’ worth of car loans every year. The largest lenders are big national banks like Wells Fargo, Capital One, Chase, and Bank of America. Other big players are the “captive” finance companies belonging to automakers, such as Toyota Financial Services, Honda Finance, and Ford Motor Credit.

Some of the best deals come from those captives, especially when the automaker itself is subsidizing the loans. Other lenders include credit unions, local

banks, and finance companies. Consumer finance companies are not banks—they don’t take deposits—and many of them specialize in making high-interest-rate sub-prime loans. Big names there include Westlake Financial, Credit Acceptance Corp, and Santander, an international bank that has a large consumer-finance division in the U.S.

Here’s a rundown on various types of lending institutions :

**Banks** generally have very specific, conservative loan policies and some of them may only cater to those with better credit standing. As such, those are in a position to offer some very competitive loan rates. Bank offerings vary tremendously, though, and some banks are more interested in making loans to people with marginal credit than others.

Since you probably have a relationship with at least one bank already, a local branch might be a good place to start. Most banks have websites where you can check their current loan rates, but if you decide to apply for a loan, you should stop by a branch office and deal with a real person. It’s a good way to control where your personal information goes, and by avoiding mistakes or misunderstandings, you might walk out the door with a pretty good offer.

**CAPTIVE FINANCE COMPANIES LIKE TOYOTA FINANCIAL SERVICES, HONDA FINANCE, AND FORD MOTOR CREDIT SUBSIDIZE THEIR OWN LOANS.**



**Credit unions** operate a bit like banks, but they are usually nonprofits owned by their depositors, with lower operating costs than banks. That lets them lend money at lower rates than banks charge. Many but not all credit unions lend money only to their members. However, some make loans to people who don't have deposit accounts with them. The web site Credit.com maintains links to several big credit unions that make loans to the general public.

**Online lenders** can be competitive and also very convenient to use. Sites like Lending Tree, BlueHarbor and ELoan farm out your request to numerous lenders, netting you several offers. Individual lenders like Capital One and Wells Fargo and their ilk also have online loan operations.

Online financing has a downside, however. It may be difficult to control where the information you provide about yourself goes, and you may be bombarded with e-mail and phone calls from lenders you never heard of or contacted in the first place.

If you do make an online application, be sure to check for any up-front fees you may have to pay. Also back away from a loan with pre-payment penalties that

would make it hard to re-finance if you want to in the future. And be sure to check each website's privacy policy before providing personal information. As a precaution if you're not familiar with the lender, check out its site with the Better Business Bureau (bbb.org).

**Dealerships** arrange loans from auto-makers, but also work with banks and other independent sources. One benefit to arranging financing through a dealer is convenience. But often the rates they quote include a markup for the dealership itself, which can make these loans expensive. Armed with offers from some of the other sources we've mentioned, you may be able to negotiate the dealer's initial quote down to something attractive. But you must do your homework first.

Also, some dealers advertise that they will work with buyers who are credit risks, but you should count on paying a high APR.

### Getting pre-approved for a loan

There are many advantages to shopping around for loans and lining up financing before striking a deal with a car dealer.

The first is that loan shopping gives you the chance to compare the various interest rates on offer. Those interest rates

can vary a lot from one lender to another, regardless of your credit standing. All the loans granted by Bank A may be more expensive than the loans granted by Bank B. The wider you can cast your net the better chance you have of landing a bargain.

Secondly, getting pre-approved buys peace of mind. You may or may not have found the best deal possible but at least you know you will have enough money to cover the purchase, and you know the interest rate and term, in years and months, of the loan.

To get pre-approved, you first need a pretty good idea of what your new car will cost, including taxes and fees. Deduct the down payment to see how much you'll actually need to borrow. Once you get approved for some amount, say \$25,000, then the lender gives you a blank check good for any amount up to that limit. If it turns out that you find a better deal elsewhere, such as through the dealer, then you return the check, literally or figuratively. There may be fees involved, though, so read the fine print first.

Scary finance fact #3: Each time you apply for new credit it lowers your score a little, for a limited period of time. But credit bureaus treat a cluster of loan applications occurring in a short period as a single application rather than several, and the negative affect is minor and short-lived. So keep all your applications confined to a short time period, about two weeks or less.

### Auto financing alternatives

Financing through a bank or the dealer is the way most people pay for new cars, but it's not the only way. Some folks have access to the "Bank of Mom and Dad," a hallowed institution that often hands out interest-free loans and early loan forgiveness. If that's not on the table, conventional borrowing may be the most advantageous in the long run. Here we examine some other ways to pay for a car.

**Paying cash.** It's long been an article of faith that paying cash is the cheapest



**85 PERCENT  
OF NEW-CAR  
BUYERS TAKE  
OUT A LOAN  
TO COVER  
SOME PART  
OF THEIR CAR  
PURCHASE.**

way to finance a car. Write a check once, and you do away with the burden of monthly payments forever. The only downside of pulling money out of your personal till is what's called "opportunity cost." That's the interest or dividends you'll give up on the money you part with, and the opportunity to do something else with it.

In the current low-interest-rate borrowing environment it could be a game-changer. For people with good credit, borrowed money is cheap right now. They can get bank loans for less than 3 percent, and car-company subsidized loans are sometimes 0 percent. If you're contemplating taking money out of an investment that pays you a reliable 5 percent, say, then you're better off borrowing the cheap money.

As always, weigh up the total cost of the loan, all the payments including taxes and fees, versus what your capital would be worth if you left it alone. In the case of a subsidized low-interest loan, you'll want to be careful that the cheap financing doesn't mean you can't bargain the price down from the sticker price in order to qualify. In the end you may find that you're better off with the rebate and hard bargaining than you are with the "free" financing.

You may also find that the opportunity cost is minimal compared with the aggravation of monthly payments.

Home equity. Mortgage lenders have, for many years, been willing to make additional loans secured by the equity in your home, either as a single sum, a home equity loan, or a home equity line of credit (HELOC), essentially an open-ended line of credit that you can draw on when you want to, like a credit card.

The benefits of using the equity in your home as collateral for some other type of spending have been the possibility of lower interest rates and the reality that the interest portion may be tax-deductible. The tax benefit only counts if you itemize deductions. And for what it's worth, the deduction is capped at \$100,000.

## Credit Reporting Agencies

• **Equifax Credit Information Services, Inc.**  
(equifax.com)  
P.O. Box 740241, Atlanta,  
GA 30374, 800-685-1111

• **Experian**  
(experian.com)  
P.O. Box 2104, Allen, Texas  
75013, 888-397-3742

• **TransUnion LLC**  
(transunion.com)  
P.O. Box 2000 Chester, PA  
19022-2000  
800-916-8800

However, there are downsides. HELOCs are unpredictable because they may have variable rates that can leave you paying more than you anticipated. But the biggest danger with either option is the risk to your home. With a conventional auto loan, the vehicle itself is the collateral. But with either a home equity loan or HELOC, the collateral is your home. If something happens and you can't make the payments, your home could be in jeopardy. That's a big risk to take for an auto loan.

Besides, you may find that you don't qualify or that the hurdles are higher than you'd think. Lending standards are a little looser than they were before the real estate crash, but lenders may still be pickier about who can get a loan than they used to be.

**401k loans.** It's possible to borrow money from your 401k but check with your plan administrator to see if using the money for a non-essential like a new car is allowed. Usually, such loans are used to cover a medical emergency or a first-home down payment. But one benefit of a 401k loan is that interest rates are low—usually the prime rate plus one or two percent. Another is that you're borrowing money from yourself, so the interest you pay goes back into your own kitty.

There are a few significant downsides. The first is opportunity cost—the lost earnings on the capital you withdraw. The repayment, generally limited to five years or less, comes straight out of your paycheck, which may tempt you to reduce your regular 401k contribution. That's another long-term opportunity cost. If

you should lose your job or change plans, you may have to repay the balance in full within 60 days.

Then too, if you don't repay the loan at all you face taxes and early-withdrawal penalties. That could put a big dent in your nest egg by the time you retire.

To weigh the benefits and consequences for yourself, you can find a calculator at Bankrate.com called "Should I borrow from my 401(k) plan?" Using common assumptions, lending yourself money to help buy a car when you're 35 may not hurt very much. But withdrawing money and not paying it back could put a huge dent in your future nest egg.

**Credit cards.** You also can purchase a car, at least in part, by using a credit-card draft or cash advance, which works like a personal check. You may have received a draft offer from your credit-card company in the mail, with a letter encouraging you to pay off other credit balances or make some other large purchase with them.

With low introductory rates and cash-advance fee waivers, it may be tempting to use one to buy a car or to at least come up with a down payment. It's not a good idea. Like a HELOC, this is a revolving line of credit that gives you flexibility in your monthly payments. But card interest rates can climb dramatically once the attractive introductory rate expires.

**Read the fine print.** The introductory interest rate on your outstanding balance could suddenly pop up a lot. If you're a day late on a single payment it could rise higher still. A loan like that is possibly the worst way to finance a car.



# The new face of leasing

**It's a booming business...  
is it right for you?**



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The choice between buying and leasing has often been a tough call. On one hand, buying involves higher monthly costs, and in the end you own something after the term. On the other, a lease has lower monthly payments, but you never stop paying. For several reasons, though, a lot more people are choosing a lease over a loan than they did just a few years ago. More than 25 percent of retail new-car transactions in 2014 were leases, up from just 10 percent in 2009. And it looks like the boom in leasing isn't stopping anytime soon.

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In this chapter we'll take a hard look at the benefits—and pitfalls—of leasing, and explain the mechanics of how a lease deal works. We'll also give a rundown on common car-lease terminology and offer tips on how to lock in a great deal.

### **The changing landscape**

A number of converging trends have changed the leasing landscape for the average consumer. For decades now, a large proportion of luxury cars have been leased. But that has changed, with more compact cars, mainstream sedans, and small SUVs entering the new-car lease market as well. Attractive finance rates

have made some leases pretty good deals.

Automakers benefit by leasing a big portion of a car's production. Leases help keep used-car supplies steady, which in turn boosts resale values. A high resale value means a vehicle is slower to depreciate, which translates into cheaper leases for that model. That benefits consumers.

Furthermore, when lease customers return their car at lease-end, it gets those customers into the dealership in person. This is where the dealer has the chance to move them into a new car, which an off-lease customer needs pronto.

The low interest rates that have prevailed elsewhere for the past few years

have also carried over into lease contracts, which also helps moderate their cost. Interest rates are a critical part of the economics of leasing, because at the end of the day a lease is just another way to finance a car.

Another tactic for boosting a car's resale value is reflected in the low mileage allowance in some new leases: 10,000 miles per year instead of the customary 12,000. That may be fine for people who don't drive much, but the average driver will exceed that figure each year.

We also see a growing number of leases with terms of less than 36 months,

which is a mixed blessing. Sure, it looks good to someone who doesn't want to be locked into a long contract. But a car's first two years usually make up the steepest part of the depreciation curve, making for an expensive lease period.

However, as discussed in Chapter 4, it's becoming common in the car-loan market for people to stretch out the loan for seven or eight years, simply to keep the monthly payment under control. Some of those people may be better off leasing.

## Pros and cons

Buying a vehicle with a conventional car loan is pretty straightforward. You borrow money from a lending institution and make monthly payments for some number of years. A chunk of each payment is interest and the rest is principal. As you repay the principal you build equity until, by the end of the loan, the car is all yours. You can keep it as long as you like and modify it however you choose. The only penalty for

modification or abuse could be a lower resale value down the road.

### THE UPSIDE

On the surface, leasing can be more appealing than buying. Monthly payments are usually lower because you're not paying back any principal. Instead, you're just borrowing and repaying the amount that the car depreciates in the time you have it, plus finance charges. Here are the major advantages of leasing:

- You drive the car during its most trouble-free years.
- You're always driving a late-model vehicle, and one that's usually covered by the manufacturer's warranty. There might even be free oil changes and other maintenance.
- You can drive a higher-priced, better-equipped vehicle than you might otherwise be able to afford.
- You don't have to worry about fluctuations in the car's trade-in value, or go through the hassle of selling it when it's time to move on.

➤ There could be significant tax advantages for business owners.

➤ At the end you just drop the car off at the dealer.

### THE DOWNSIDE

As attractive as a lease may appear, there are a number of disadvantages:

- In the end, leasing typically costs you more than an equivalent loan, if only because you are always driving a rapidly depreciating asset.
- If you lease one car after another, monthly payments go on forever. In contrast, the longer you keep a vehicle after a loan is paid off, the more value you get out of it. Over the long term, the cheapest way to drive is to buy a car and keep it until the wheels fall off.
- Lease contracts specify a limited number of miles. If you go over that limit, you'll have to pay an excess mileage penalty. That can range from 10 cents to as much as 50 cents for every additional mile. Unfortunately, you don't get a credit for unused miles.
- If you don't maintain the vehicle in

## Tips for a smart lease

**1** Negotiate the vehicle's purchase price as if you were going to buy the car. Only after you have established a firm price should you discuss a lease deal. And make sure that's the figure used for the lease's gross capitalized cost

**2** The mileage limit, down payment, and purchase-option price can also be negotiated. The more you put down, the less your finance charges will be.

**3** Research the money factor in other leases and negotiate it.

**4** Unless it's included with the lease, buy GAP insurance to protect yourself in case the vehicle is stolen or totaled in an accident.

**5** To keep your monthly payments as low as possible, look for cars that don't depreciate faster than average.

Consumer Reports' owner-cost Ratings are included in the Vehicle Profiles that begin on page 96.

**6** Avoid leases that extend beyond the car's factory warranty.

**7** Note any end-of-lease procedures and fees.

**8** Buy extra miles up front if you expect to run over the standard allotment, but don't buy more than you'll likely use.

**9** Make sure your trade-in is deducted from the leased car's capitalized cost. (See Chapter 6 for advice on how to get the most value for your trade-in.)

**10** If you're considering buying after the lease ends, make sure the vehicle is worth at least as much as its buyout price. If not, try bargaining it down or walk away.





# How loans and leases differ

**Below are some** of the major differences between buying and leasing. To calculate the financial difference between a loan and lease deal, use the worksheet on page 52 or the calculators in the Cars area of [ConsumerReports.org](http://ConsumerReports.org).



	BUYING	LEASING
<b>Ownership</b>	You own the vehicle and get to keep it as long as you want it.	You don't own the vehicle. You get to use it but must return it at the end of the lease unless you decide to buy it.
<b>Up-front costs</b>	They include the cash price or a down payment, taxes, registration, and other fees.	They can include the first month's payment, a refundable security deposit, acquisition fee, a down payment, taxes, registration, and other fees.
<b>Monthly payments</b>	Loan payments are usually higher than lease payments because you're paying off the entire purchase price of the vehicle, plus interest and other finance charges, taxes, and fees.	Lease payments are almost always lower than loan payments because you're paying only for the vehicle's depreciation during the lease term, plus interest charges (called rent charges), taxes, and fees.
<b>Early termination</b>	You can sell or trade in your vehicle at any time. If necessary, money from the sale can be used to pay off any loan balance.	If you end the lease early, charges can be as costly as sticking with the contract. On occasion a dealer may buy the car from the leasing company as a trade-in, letting you off the hook.
<b>Vehicle return</b>	You'll have to deal with selling or trading in your car when you decide you want a different one.	You return the vehicle at lease-end, pay any end-of-lease costs, and walk away.
<b>Future value</b>	The vehicle will depreciate but its cash value is yours to use as you like.	On the plus side, its future value doesn't affect you financially. On the negative side, you don't have any equity in the vehicle.
<b>Mileage</b>	You're free to drive as many miles as you want. But keep in mind that higher mileage lowers the vehicle's trade-in or resale value.	Most leases limit the number of miles you may drive, often 12,000 to 15,000 per year. (You can negotiate a higher mileage limit.) You'll have to pay charges for exceeding your limits.
<b>Excessive wear and tear</b>	You don't have to worry about wear and tear, but it could lower the vehicle's trade-in or resale value.	Most leases hold you responsible. You'll have to pay extra charges for exceeding what is considered normal wear and tear.
<b>End of term</b>	At the end of the loan term (typically four to five years), you have no further payments and you have built equity to help pay for your next vehicle.	At the end of the lease (typically two to four years), you can finance the purchase of the car, or lease or buy another.
<b>Customizing</b>	The vehicle is yours to modify or customize as you like, although doing so may void your warranty.	Because the lessor wants the vehicle returned in saleable condition, any modifications or custom parts you add will have to be removed before you return the car. If there is any residual damage, you'll have to pay to have it fixed.

good condition, you'll have to pay excess wear-and-tear charges when you turn it in. So, if your kids are apt to go wild with the magic markers or you are a magnet for parking lot dents and dings, be prepared to pay extra.

► If you need to get out of a lease before it expires, you may be stuck with thousands of dollars in early-termination fees and penalties—all due at once. Those charges could equal the amount of the lease for its entire term.

► With a few exceptions, like professional window tinting, you need to bring back the car in “as it left the showroom” condition, minus usual wear and tear, and configured like it was when you leased it.

It's important to consider these pros and cons carefully. If you want to compare a lease deal with an equivalent loan to see which costs more, you can use an online car-lease calculator or, for a rough idea, or use our comparison on page 49.

If a lease's limitations put you off, consider buying a less expensive new car, a well-maintained used car such as a “Certified Pre Owned” vehicle from a franchised dealer, or getting a longer loan term.

Finally, whichever way you choose to acquire a new car, whether it's with cash, a loan, or a lease, you can save by choosing one that holds its value well, stays reliable, and gets good fuel economy. Our vehicle Ratings, starting on page 76, can point you in the right direction.

## Understanding leasing

To decide whether or not to lease your next car, it's important to understand the financial components. Lease contracts can look very complicated, thanks to their use of bizarre terminology and a host of fees that you may or may not have to pay. It's easy to get confused and pay too much if you don't understand how the various moving parts fit together.

While you have possession of the car during a lease, it actually belongs to a financial institution, which might be a bank, an automaker's finance arm, or another type of finance company. Once you negotiate a price with the car dealer, the leasing company then buys it from the dealer for that agreed-upon price and leases it to you.

There are five essential elements to a lease contract:

1) Capitalized cost is the agreed-upon price for the car. After deducting for any down payment and/or trade-in (capitalized cost reduction), what's left is the leasing company's actual investment in the car.

2) Residual value is the official estimate of what the car will be worth at the end of a lease term. It's calculated as a percentage of the car's original MSRP, then converted to a dollar figure.

3) The “money factor,” also called the “lease rate,” “lease factor,” or just “factor,” is essentially the same as the annual percentage rate (APR) in a conventional loan, but is expressed as a small decimal fraction.

4) The term or length of a lease is usually stated in months. A 36-month lease is typical.

5) The mileage allowance is how many miles the lease allows you to travel without penalty. It is usually specified as miles-per-year, which is typically 12,000.

**Why are monthly lease payments lower than equivalent loan payments?** In part because with a lease you're not paying back any principal. On the surface, you're only paying for depreciation, and interest on that depreciation. In practice, though, you are also paying interest on the residual value.

**Why do you have to pay interest on the part of the car that goes back to the leasing company?** Because the car is an asset that belongs to the leasing company. You're driving around that asset for the term of the lease, and the owner charges you interest on its value. As a result, finance charges are higher than you might think.

**IF YOU CURRENTLY LEASE,  
YOU MAY GET A “PULL-  
AHEAD” OFFER TO LEASE  
A NEW VERSION BEFORE  
THE CONTRACT IS UP.**

Ford Fusion



## Compare: Lease vs loan

**This example compares** the costs of financing a car with a six-year loan versus a three-year lease. Then leasing a hypothetically identical car for another three years. “Owning” after three years assumes paying off the loan, or taking the buy-out offer with the expiring lease. Based on a \$22,000, 2015 Honda Accord LX. Numbers are rounded.

	6-yr Loan	3-yr lease(s)
<b>Monthly payment</b>	\$333	\$227
<b>Down payment</b>	\$2,000	
<b>Cash due at signing</b>		\$2,000
<b>Interest rate</b>	2.9%	1.7% (Factor .00069)
<b>Total paid after 3 years</b>	\$14,000	\$10,200
<b>Residual value after 3 years</b>		\$14,200
<b>Cost to own after 3 years</b>	\$25,000	\$24,400
<b>Total paid after 6 years</b>	\$26,000	\$20,200 (2 leases back to back)
<b>Resale value at age 6</b>	\$6,000-8,000	You don't have a car to sell/trade-in

That is also why you pay extra to extend the mileage limits on a lease. More miles means more depreciation, and the lease company will want to recover that added depreciation up front or month by month or at lease-end.

However, the low interest-rate environment and many automakers’ subsidized lease deals can switch the arithmetic in favor of leasing.

Besides that, the additional cost

could be partly offset by the sales tax break lessees get in most states. But even then, lessees often have to contend with various fees and other extra costs, including lease initiation and disposal fees, which can add hundreds more to the total cost.

All these additional costs add up if you keep leasing each time your old lease runs out, although some fees and costs may be waived through lease-loyalty programs.

### DOES IT MAKE SENSE TO LEASE?

It’s very difficult to make a fair head-to-head comparison between, say, a six-year loan and the standard three-year lease. At the point the lease ends, the bank borrower still has three years of payments to go while the lessee has to look for another car—or perhaps take the lease’s buy-out offer.

Besides that, an automaker may kick in extra rebates on a lease deal, ones not available to a loan customer. In addition, the “money factor” (interest rate) on a lease may be different from the interest rate offered on a loan, making an apples-to-apples comparison almost impossible.

Opting for a longer-term loan of six to eight years may bring monthly payments close to that of a lease, but not invariably.

Besides, longer loans make it easier to get “upside down,” where you owe more than the vehicle is worth, and stay upside down for a long time. If you need to get rid of the car early on or if it’s destroyed or stolen, the trade-in, resale, or insurance value likely will be less than you still owe.

Indeed, buying a car with a loan is not the way to go if you want to drive a new car every couple of years. Taking out long-term loans and trading in early will leave you having paid so much in finance charges compared to principal that you’d be better off leasing. If you can’t pay off the difference on an upside-down loan, you can often roll the amount you still owe into the new loan. But then you end up financing both the new car and the remainder of your old car.

If your goal is to have both low monthly payments and drive a new vehicle every few years with little hassle, then leasing is likely worth the extra cost. Be sure, however, that you can live with all the limitations on mileage, wear and tear, and the like.

Finally, be sure you’ll be able to afford the lease for its entire term, since the early termination penalties can be costly. For more details, see our leasing tips on page 46.



## Doing the deal

**Leases are usually through car dealerships.** Like a loan, a lease can come from the automaker or a third-party lender. You also may be able to arrange a lease yourself through an independent bank or finance company. Just as with a loan, you can get pre-qualified for a lease, and it makes sense to do that, if only to form a basis for negotiation with the car dealer.

The cheapest deals you'll find are subsidized leases offered by the automakers' own finance arm—Ford Motor Credit, Ally (which handles financing for GM and Chrysler products), Honda Finance, and so on.

**These automaker leases are sometimes subsidized, or "subvented."** The automaker can take money off the top, with an extra rebate just for lease deals, or they can raise the residual, or both. Either way that reduces the depreciation that the lease must finance. Occasionally a subvented lease can bring a below-market money factor, but that's uncommon. You can unearth these special

lease deals by checking the automakers' and local dealers' web sites.

Be aware, though, that a lot of these leases are cheap because the automaker is trying to clear the decks of slow-selling cars. So that sweetheart deal is likely not on a car you actually want. The special deals may only be available to customers with top credit scores. But with lending standards looser than they were a couple of years ago, don't assume you won't qualify.

Whether you're comparing leases or evaluating a single offer, pay particular attention to the lease interest rate, aka the "money factor." This is a small decimal fraction, often written out to five places, such as .00166

To convert a money factor to its equivalent percentage rate, multiply it by 2,400. Thus, a money factor of .00166 multiplied by 2,400 is the same as a 4 percent Annual Percentage Rate. To go the other way, divide by 2,400. An 8 percent APR would convert to a money factor of .00333.

**Lease rates are often lower than an equivalent loan's interest rates.** Among other things, lease contracts are less risky for a finance company. Since they legally own the car it's easier to repossess it if push comes to shove.

If the lease rate you're being offered is more expensive than a loan rate you could get, try another leasing company or a different dealer. Keep in mind that lease rates, like those for loans, depend on your credit score. But different lenders have different standards.

You may be able to arrange a lease yourself or compare lease offers through online sources such as AutoleaseDirect.com, LeaseCompare.com, or Credit Union Leasing of America (cula.com).

### READ LEASE ADS CAREFULLY

Many people assume when they see a monthly payment printed in a leasing ad that the figure is etched in stone. But that monthly figure may be based on the manufacturer's suggested retail price, which can be negotiated downward just

## The language of leasing

**Leasing has its own language. To successfully navigate the process, it helps to be familiar with the following business terms:**

**Acquisition fee.** Covers expenses such as obtaining a credit report and verifying insurance coverage.

**Adjusted (or net) capitalized cost.** The total amount upon which the lease payments are based, including the cost of the vehicle, minus any down payment, and any fees or other charges not paid up front.

**Base monthly payment.** The portion that covers depreciation,

any amortized amounts, and finance charges. Monthly sales/use taxes and other fees are added to determine the monthly payment.

**Capitalized cost reduction.** The same as a down payment when buying a vehicle with a loan.

**Closed-end lease.** A typical lease, where the consumer does not owe a difference if the actual value of the car at the end of the agreement is less than the residual value that was set at the beginning.

**Depreciation.** This is charged to cover the vehicle's projected decline in value during the lease

term. It's calculated as the difference between the net capitalized cost and the vehicle's residual value.

**Disposition fee (disposal fee).** A fee charged to defray the cost of preparing and selling the vehicle at the end of the lease.

**Early termination.** Ending the lease before the scheduled termination date, whether voluntarily or involuntarily. In most cases, you must pay an early-termination charge.

**Excess mileage charge.** A fee, usually 10 to 25 cents per mile, for mileage in excess of the maximum specified in the agreement.



as if you were buying the vehicle. Here are other things to watch out for:

**What equipment?** Some of those ultra-cheap lease offers apply only to a handful of cars on hand, which may be strippers devoid of desirable features.

**Act fast?** A careful shopper needs time to visit dealers and weigh competing offers. But to qualify for the attractive terms in some ads, the customer has just one day to sign the lease and must take delivery of the vehicle within three days after that. Don't let yourself be rushed.

**Minimal mileage allowances.** Some lease ads base their offers on an allowance of 10,000 miles or less—pretty skimpy for most people. Of course, if you exceed that limit you'll have to pay an extra charge for each additional mile.

**Singing paperwork** Even before you sign your lease contract, you should be thinking about how you want to handle the end of your lease. The contract will spell out conditions you'll be expected to meet when it comes time to return the vehicle, so now is the time to decide

## ON THE SURFACE, LEASING IS ATTRACTIVE BECAUSE MONTHLY PAYMENTS ARE LOWER THAN FINANCING.

whether you can live with those terms. Here's what to consider:

**Early-termination penalty.** Typically, if you terminate the lease early the penalty can pretty much equal the rest of the lease payments. So before you sign, make sure the payments will fit into your budget for the entire term.

### CHOOSE THE RIGHT MILEAGE

As we've said, if you exceed the mileage limitation in the lease, you could end up paying as much as 50 cents for each additional mile you drive. If you think you may need additional miles, you're better off purchasing them at a discount before you take possession of the vehicle.

Sometimes you can do that during the lease, but ask about that first. The

savings can be significant, since most companies will let you boost your mileage limits for about 10 to 15 cents a mile. On the other hand, don't buy more miles than you're likely to use.

Finally, keep in mind that the more miles you drive, the greater the potential for more wear and tear. You'll be charged for this at lease-end. So find out what the dealer considers "excessive" wear and tear before you sign the lease.

### CHECK THAT IT'S A CLOSED-END LEASE

Most consumer leases are closed-end leases, meaning that you can walk away at the end without having to pay the finance company anything if the vehicle loses more than its projected depreciation and disposition fee. Make sure that this is what you're signing.

Examine the purchase option. The standard lease-end purchase option lets you buy the vehicle for its stated residual value when the lease is over. Check if there are any extra fees associated with

**Excessive wear and tear charge.** Charged to cover wear and tear on a leased vehicle beyond what is considered normal. It usually covers both interior and exterior damage.

**GAP coverage (Guaranteed Auto Protection).** This makes up the difference if your car is stolen or destroyed, and you owe more money on the lease than your insurance company will reimburse. One type of coverage is a waiver by the lessor of the GAP amount if the vehicle is stolen or totaled. The other is a contract by a third party to cover the GAP amount.

**Gross capitalized cost.** The vehicle price on which the lease is based. Negotiate it. (See

Chapter 5 for information on setting a target price.)

**Lessee.** The party to whom the vehicle is leased, i.e., you. The lessee is required to make payments and meet any other obligations in the agreement.

**Lessor.** A person or organization that leases, offers to lease, or arranges for the lease of a vehicle.

**Mileage allowance (or limitation).** The fixed mileage limit for the lease term. This can be negotiated, but you may have to pay an excess mileage charge. You can pay for extra miles up front, but you won't get your money back if you don't use them.

**Money factor (or lease**

**factor).** A number, often given as a decimal, used by some lessors to determine the rent (interest) charge portion of your monthly payment.

**Purchase option.** Your right to buy the vehicle during or at the end of the lease, according to terms in the agreement.

**Residual value.** The vehicle's estimated projected value at the end of the lease. It's set at the beginning of the lease and used in calculating your base monthly payment. The residual value is deducted from the adjusted capitalized cost to determine the depreciation. The vehicle's actual value at the end of the term may be higher or lower.

**Sales/use taxes.** States

differ in which amounts are taxed and when the taxes are assessed. In a lease, sales/use taxes may be assessed on (1) the base monthly payment, (2) any capitalized cost reduction, or (3) in a few states, the adjusted capitalized cost. In most states, the sales/use tax on the base monthly payment is paid monthly.

**Security deposit.** An amount that can be used by the lessor in case you default or at the end of the lease to offset any money you owe.

**Subvention.** This is a program or plan in which certain vehicles or items are subsidized by the manufacturer, such as for a slow-selling vehicle.

doing that. If you like the vehicle and decide you do want to buy it, make sure that the stated value is a good price. Sometimes, the carmaker or leasing company offers a lower interest rate for the loan and/or cheaper warranty/maintenance program extension for lease-end buyers.

#### WHEN THE LEASE ENDS

If you let your guard down, a satisfactory leasing experience can quickly unravel—expensively—at lease-end. Because you're giving up your wheels, the dealer knows that you'll likely need to get in to another car. A dealer might try to strengthen his hand by telling you that you will be charged for excess wear and tear, then offer to forgive those charges if you agree to lease a new vehicle.

If you drove too many or too few miles, you should investigate whether it makes sense to buy the vehicle at the purchase-option price and then either keep the car or resell it. To decide, you need an accurate estimate of what the vehicle is now worth. (See Chapter 6, starting on page 54, to find out how to determine the value of a used car.)

If you drove too few miles and thus paid too much depreciation, buying the vehicle is a way of recovering that value.

If you drove too many miles, buying the vehicle may leave you better off than paying the over-mileage penalty. The same is true if you have excess wear and tear.

Finally, if you had a subvented lease with an artificially high residual value, there's a good chance you'd be better off walking away. The purchase price may very well be higher than the vehicle's worth.

Here are some other ways to minimize expenses:

**Turn it in clean.** Before you bring the car back, make sure it looks as sharp as possible: cleaned and vacuumed.

**Have an independent garage fix your vehicle, if necessary.** You're under no obligation to have the dealer who



**IF YOUR LEASE HAS AN ARTIFICIALLY HIGH RESIDUAL VALUE, IT MAY MAKE MORE SENSE TO WALK AWAY AT THE END.**

originally leased you the car do end-of-lease repairs. At least one or two months before your lease expires, have the vehicle inspected. (Many leasing companies provide this service free.) If repairs are needed, collect bids from mechanics or body shops you trust to determine the least expensive way to make them.

**Buy your own tires.** If you need to replace the tires, you can do it less expensively with a bit of shopping rather than just going through the dealer. Expect to pay for all four. Most leases specify that tires must match; mismatched tires are also a safety concern.

**Be aware of "loyalty" leases.** Dealers like nothing better than to persuade existing lease customers to simply roll into a new lease when their contract expires. But you owe it to yourself to shop as carefully for your new lease as you

did for the original one. If you decide to lease anew from your original dealer, make sure that any forgiven end-of-lease charges aren't simply "wrapped" into the next lease you sign.

**Get your security deposit back.** Many leasing companies require customers to ante up the equivalent of one or two months' payment as a security deposit when the initial lease is signed. If you have a good credit history, ask the dealer to waive that fee. If you do have to pay it, though, don't forget to ask for your deposit back when you return the vehicle.

**Early exit.** If you must terminate early, one option is to work through a service such as LeaseTrader.com or Swapalease.com. For a fee, they will help find someone to take over your lease. Many lease companies charge a transfer fee or even prohibit lease transfer, so check first.



The Consumer Reports New Car Price Report includes access to the Build & Buy Service. Purchasers save an average \$2,791 off MSRP using this program.\*



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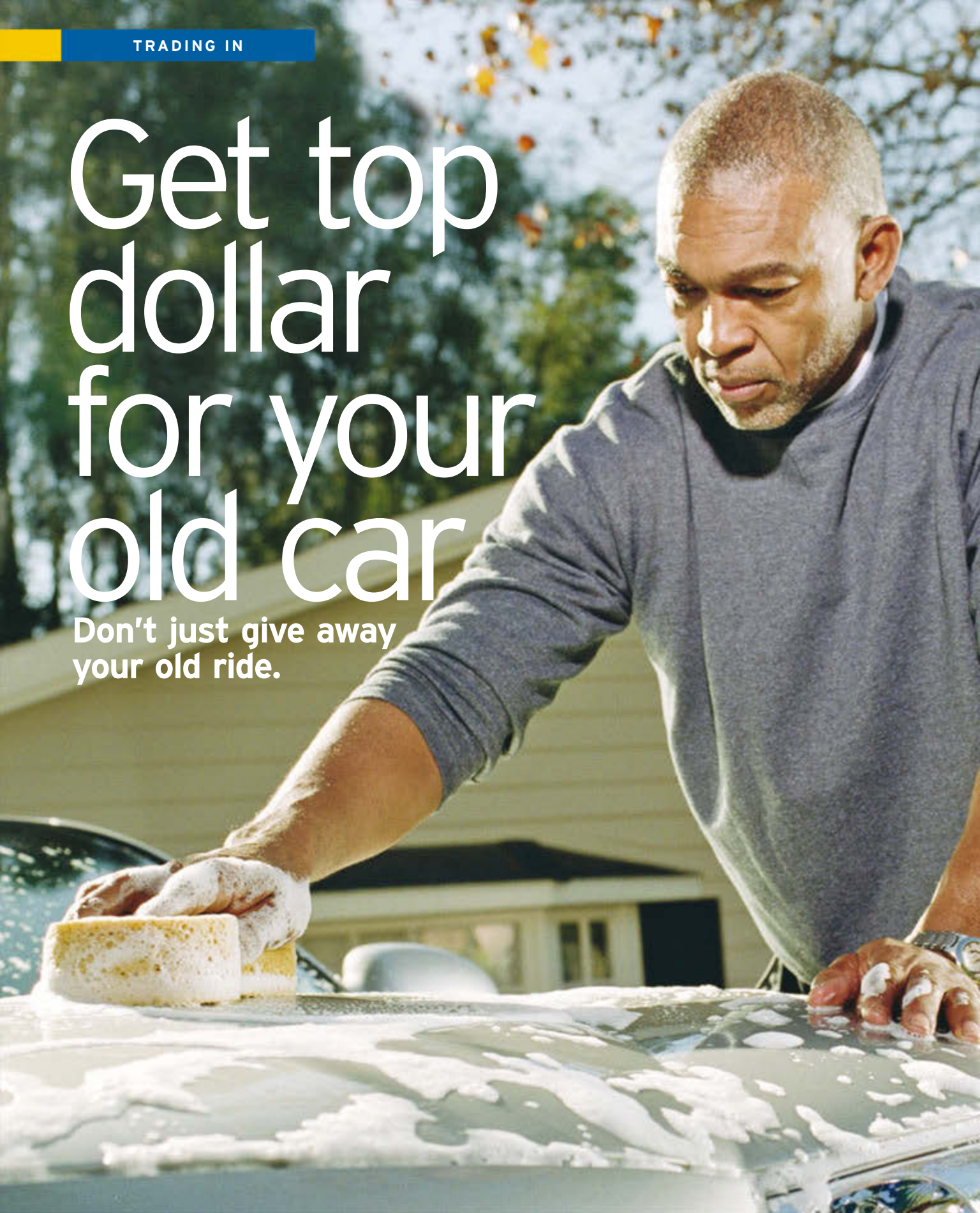
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# Get top dollar for your old car

Don't just give away your old ride.







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**55 WHAT'S YOUR CAR WORTH?**

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**56 MAXIMIZING YOUR CAR'S CURB APPEAL**

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**59 TRADING IN: LESS EFFORT & MONEY**

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**59 SELLING IT YOURSELF: MORE EFFORT & MONEY**

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Disposing of your current vehicle can easily get overlooked in the emotional swirl of getting new wheels. But be careful. It's not that hard to get a great deal on your new car and lose all the savings—and more—on your old one.

Typically, you'll get the most money by selling the car yourself. But trading it in to a dealership is such a low-hassle option that many people think it's worthwhile even if they don't get a great deal. In this chapter we'll look at the advantages and disadvantages of both options. Whichever you choose, there are some very important steps you should take to maximize your return on investment, including researching your car's true value and optimizing its appearance and general curb appeal.

### What's your car worth?

Whether you decide to sell or trade in your current vehicle, it's important to know its current cash value. This depends on a number of factors, including the vehicle's age, mileage, condition, trim level, optional equipment, and even the region in which it's being sold. For any used car there are two prices

to consider: retail and wholesale.

**Retail price.** This is the higher of the two. The retail value is what you would expect to pay for the car if you were buying it at a dealership, and is likely the most you should expect to get if you sell it yourself. This is considerably higher than the price you'll probably receive for your trade-in so they can make more profit when they resell it.

**Wholesale price/trade-in value.** This is the car's value to someone, like the dealer, who will resell it to someone else for a profit. The wholesale price is essentially the same as the trade-in value. Understandably, it is much lower than the retail price.

If you decide to trade in your current car, you should expect to get something close to its wholesale value, after taking all variables (options, mileage, condition, and so on) into consideration.

If you sell the vehicle yourself, you



should be able to get a price that's higher than wholesale but less than full retail.

### RESEARCH YOUR CAR'S BOOK VALUE

The first thing you can do to get a handle on your current vehicle's realistic value is to check its "book" value in various printed and online used-car pricing services. The most well-known are Kelley Blue Book (kbb.com), Edmunds.com, and NADAguides.com, from the National Automobile Dealers Association. Another is VMR Auto Guides (VMRintl.com).

These services all give estimates of a used car's value, including wholesale, trade-in, private-party, and retail prices. Their price estimates can differ—sometimes by quite a lot—because they gather their market intelligence from different sources. Each claims to be authoritative in its own special way. Obtaining a price works fairly similarly with all of them. You enter your zip code, make/model/year, trim line, options, mileage, condition, and so forth.

Consumer Reports offers its own guidance in the form of Consumer Reports Used Car Price Reports, tailored to specific models (ConsumerReports.org/cars). The reports, which cost \$12 each, give you the retail and wholesale/trade-in values of any given car, and walk you through the process of adjusting the value according to options, mileage, and condition. They are available through ConsumerReports.org. Unlimited reports are available to subscribers to CR's Used Car Buying kit. Along with the reports you get CR's exclusive reliability scores and other useful information.

### WHAT ARE OTHER SELLERS ASKING?

To get a better fix on your car's worth in your region, check out online used-car selling sites, such as AutoTrader.com and Cars.com; ads in local newspapers; and classified-ad publications. Sometimes it's difficult to sort out the private sellers from the hidden dealer ads, but these are a good place to start. Look for vehicles that are similar to yours in age, mileage, trim level,

options, and condition. Keep in mind that the listed prices are the asking prices, not what people are paying.

### GET QUOTES FROM DEALERSHIPS

If you're trading in and want to find an easily obtainable rock-bottom price, make your car presentable (see "Maximizing your car's curb appeal," below) and take it to the used-car department of several local dealerships. Ask what they would give you in a straight-out sale.

This is what you can expect if you trade your car in. There's another advantage to having this information: If you're being low-balled on your trade-in, you can always simply refuse the offer and take your vehicle to one of the places that gave you a better quote.

If you sell your car privately, your final price will likely be above what the used-car departments offered but below the highest asking prices you found. Once you know the vehicle's true value, you can negotiate with confidence instead of unknowingly accepting less.

## Maximizing your car's curb appeal

Making your vehicle look as good as possible can pay big dividends by improving both its value and sales appeal. Depending on the vehicle's condition, you can do a lot or all of the work your-self. Or you can take it to a professional detailer, where prices can start around \$100 but can be higher depending on the region, type of vehicle, and the amount of work to be done. You can sometimes find discount coupons for these services through a website such as Groupon.

As with other do-it-yourself projects, the more elbow grease you invest, the less you'll need to pay someone else to do it. Here are some tips on how to get the best results. (Most of the specialty products mentioned can be found at auto-parts stores or in dealerships that handle your car's make.)

**Spiff up the exterior.** Give your vehicle a thorough cleaning with car-wash



**THAT SHINY MODEL AT THE DEALER  
WILL COST A LOT MORE THAN ONE  
SOLD IN A PRIVATE SALE.**



## Retail vs. Wholesale

**To show you the difference** between a car's retail and wholesale values, here are the base prices of several high-volume, three-year-old models (with 36,000 miles) as they were listed in recent Consumer Reports Used Car Price Reports.

MODEL	TRIM LEVEL	RETAIL PRICE	WHOLESALE PRICE
Chevrolet Malibu	LS 4-cyl.	\$17,100	\$14,515
Dodge Grand Caravan	SE	\$17,625	\$15,350
Ford F-150	XLT Supercrew V8 4WD	\$31,350	\$28,065
Honda Civic	EX sedan	\$18,100	\$15,435
Hyundai Elantra	GLS sedan	\$15,075	\$12,640

detergent and water. Alloy wheels should be scrubbed thoroughly to remove road film and grime. Use a stiff-bristled brush and a good nonabrasive detergent or wheel cleaner. If you use the latter, look for one that says it is safe for all wheels, as strong cleaners can eat away the protective coating on some wheels. Once everything is dry, apply a tire dressing to give your rubber a new-car look.

Then inspect the paint surface and assess any damage. Note scratches, stone chips, and dents in the sheet metal. If the paint is in good condition, a coat of wax may be all it needs. If it's the original factory finish, it likely has a clear-coat outer layer. If so, make sure the wax you use is marked "safe for clear-coats." Avoid abrasive products, which are meant for

the removal of paint defects or to put a shine on a dull finish.

On the other hand, if your paint finish is a little dull, look for a product that says it both polishes and protects. This could help put a shine back in the paint. You can fix small scratches and chips yourself with touch-up paint, available for a few dollars from your dealership. Make sure you get an exact color match or your repair job will look worse than the original defect. Use the application brush or a small, pointed artist's brush and fill in the scratch by going over it in tiny dabs. Let the paint dry for at least a day or two before polishing the car.

Fine surface scratches in the paint can be professionally buffed out at a body

shop or professional car-wash center. This will greatly improve the car's overall appearance, but will cost between \$100 and \$200.

You can hand polish the car yourself using an appropriate polish and cotton cloths. If you know how to use an electric rotary buffer, you can borrow, rent, or buy one. If you don't know what you're doing, though, don't attempt it because you can easily burn through the paint or leave permanent swirl marks.

**Remove small dents.** Having a body shop fix unsightly dents and dings can be costly. If there is no paint damage, you may be able to use a service called paintless dent repair, sometimes franchised under names such as Dent Doctor ([dentdoctor.com](http://dentdoctor.com)) or DentPro ([dentpro.com](http://dentpro.com)). They use special tools to massage out small dents from the inside. Your local mechanic, body shop, or car dealer can help you find a dent fixer, or try using the Yellow Pages. Typical costs range from about \$50 to \$150 per dent.

Some do-it-yourself dent-removal kits are on the market as well. They're advertised on TV infomercials and cost about \$20 to \$30 (plus shipping and handling). Essentially, they work by hot-gluing a suction cup onto the dent and then pulling the dent out with a special tool. Consumer Reports tested two kits, from Ding King ([dingking.tv](http://dingking.tv)) and DentOut ([dentout.net](http://dentout.net)). Our testers found that they worked about equally well, but

the results were not perfect. Generally, the more experience you have, the better the results. You have to be careful with the hot glue and should avoid pulling the metal out too far. The kits worked best on dents about 4 inches across.

**Fix window-glass defects.** It's very common for a windshield to pick up "star" or "bull's eye" damage from a flying stone. These dings can be filled by an auto-glass repair service so that they are less noticeable and don't develop into larger cracks. Figure on spending about \$50 to \$60 to treat a small glass ding. For larger cracks, you'll have to replace the entire windshield. Check your auto-insurance policy first. If you have glass coverage, the replacement is free, except for a possible deductible.

**Clean the interior thoroughly.** When cleaning the car, look at the results through the eye of a potential buyer. Remove all of your personal clutter from the glove box and other storage spaces, and empty any ashtrays. Check under the seats for lost toys, trash, and wayward french fries. Then go to work on the windows, dash, upholstery, and carpets.

You can buy special cleaners for upholstery, carpet, vinyl, and leather. For hard plastic surfaces, use any general-purpose cleaner. Use a good glass cleaner to remove smudges and film from the inside of all windows, paying special attention to the windshield and rear window. Very dirty carpeted floor mats can be taken to a carpet-cleaning service and cleaned for about \$15 to \$20 a pair. Or just replace worn ones.

Getting rid of odors can be a challenge. First get all the interior fabrics clean with pet spot cleaner or another odor-fighting product. Don't forget to wipe down the overhead fabric, or headliner. Be sure to clean inside the trunk and spare-tire well. To remove stale odors from the ventilation ducts, try spraying odor eliminator into the system's air intake, which is usually located at the base of the windshield. Then run the

air conditioner full blast for at least 10 minutes.

**Clean the engine compartment.** It can be a chore to clean the outside of the engine and other under-hood components, but a clean engine bay gives the impression that the mechanicals have been well maintained.

If the battery terminals are corroded or caked with white powder, use an old toothbrush dipped in a mixture of water and baking soda to clean off the residue. Then coat the terminals with battery terminal grease. (Always wear eye protection and gloves when working around car batteries.)

You can certainly clean engine parts with old rags and plain soap and water, though you may have better luck with an aerosol engine degreaser. Be careful not to get electrical connections wet. Loosen dirt and rust from iron and steel parts with a soft-bristle brass wire brush and soft abrasive cleaner.

**Perform any necessary repairs.** It just makes good sense to fix or replace

broken or missing items. A missing wheel cover or a broken mirror are signals to buyers that your car has not been well maintained and that other repairs will probably be needed.

Major repairs are another matter. Most buyers probably won't want to make a major one right after buying a vehicle. Suppose, for instance, your air conditioner doesn't work, and you have an estimate that it will cost \$600 to repair. The air conditioner isn't necessary for the proper operation of the vehicle, and if you're selling the car yourself some buyers might not care as long as the price is adjusted accordingly. But most potential buyers will likely lose interest when they find out about it.

The big question is whether you can recoup the cost of the repair in your selling price. Most of the time you can't—so be prepared to take a beating if you have major repair problems. You'll have the same dilemma if you decide to go the trade-in route with your car.

## What's the best way to go?

### TRADING IN

- ◆ It's an easy way to dispose of your current car. Just turn it over to the dealership.
- ◆ You will get less money than selling it yourself. At best, you should expect to get the vehicle's wholesale value.
- ◆ You can use the trade-in amount as the down payment on the new car.
- ◆ To get the best price, you will probably have to haggle with an experienced salesperson over the trade-in value.
- ◆ There's a tax advantage. Most states charge sales tax only on the difference between the trade-in value and the new-car price.

### SELLING IT YOURSELF

- ◆ This requires considerable effort, including placing ads, taking phone calls, dealing with strangers, and giving test drives.
- ◆ You could reap hundreds, maybe thousands of dollars more.
- ◆ You might not be able to sell your current car until after you buy your new car. If so, you won't be able to use the money as a down payment. If the old car isn't paid off, you could have an overlap of car payments until you sell it.
- ◆ You will need to negotiate with a buyer, but most usually aren't as experienced at haggling as a professional car salesperson.
- ◆ You might have to pay more sales tax on the new car, but if you get more money for the old car by selling it yourself, you could still come out ahead.





**THE KIDS  
AND DOG CAN  
MAKE LASTING  
MEMORIES...AND  
MESSES. USE  
A SPOT CLEANER  
TO CLEAN UP  
AFTER SPOT.**

## Trading in: Less effort & money

Many buyers prefer to trade in their current vehicle because it's easy. All you have to do is drive to a dealership, sign a few papers, and drive away in a new vehicle. You can apply the trade-in credit to your down payment, reducing the amount you need to finance.

There can be tax advantages, too. Most states requires sales tax be paid only on the difference between the price of your trade-in and the new vehicle you are buying, not the full price of the new car. However, this tax benefit does not apply if you sell your old vehicle yourself. Check with your states Department of Motor Vehicles (DMV) for details.

The downside of trading in your vehicle is that you might leave behind hundreds, if not thousands, of dollars for the dealer. As mentioned before, the best you can hope for when trading in is to get the car's wholesale value, which is far less than what you would expect to get if you

sold it yourself. In addition, even if you've checked all the pricing sources and think you know what your vehicle is worth, you'll likely have to haggle with the salesperson to get the best deal.

Another problem you may encounter: If a dealer already has six used silver Chevrolet Impalas or Toyota Camrys on the lot, for instance, he isn't likely to pay top dollar for yours. And if your trade-in isn't one the dealer wants on the lot, it will probably be sent to auction and discounted accordingly.

Just remember, no matter how tired you may be of your current vehicle, a dealership isn't doing you a favor and just take it off your hands. If the dealership ends up buying your car, it's because there's an inviting profit for them.

## HOW TO GET THE MOST MONEY WHEN TRADING IN YOUR CAR

There are several things you can do to maximize the value of your trade-in:

- The appearance of your vehicle is an important consideration when the used-car manager estimates its value. See the previous section on improving curb appeal.
- If your car needs repairs, it could help to get an estimate to take with you. This could provide a little bargaining power when the dealer's estimator starts deducting repair costs from the figure offered to you.
- Try to sell your car to a used-car dealer. They're always looking for clean, low-mileage vehicles for their lot. And if yours is a popular model, you just might be able to get more than the wholesale price for it.

## WHAT TO LOOK FOR WHEN NEGOTIATING

You'll get the best deal by keeping the purchase and trade-in negotiations separate. If you allow the salesperson to mix the two, it gives them too much opportunity to manipulate the deals. It will end up that a good price in one area will likely be cancelled out by a poor price in the other.

We suggest that you nail down the price of the car you want to purchase first, then discuss your trade-in allowance. Since dealers make good money reselling your trade-in, there is some incentive or the dealer to be competitive with a trade-in offer.

Keep your eye on the bottom line. What's important is the net amount you have to pay. Be sure to read and understand any sales contract before you sign it. If you have a problem with any terms or conditions, ask questions. After you sign, you'll have little recourse.

## Selling it yourself: More effort & money

As we mentioned, selling your current vehicle on your own will get you a higher price than trading it in. You can always expect to get more than the wholesale price, and unless the vehicle is in big demand, buyers should expect to pay less than the

# BILL OF SALE

Date: \_\_\_\_\_

**RECEIVED FROM:**

Seller's name \_\_\_\_\_

Street address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone \_\_\_\_\_

Co-owner's name (if any) \_\_\_\_\_

In consideration of \$ \_\_\_\_\_, receipt of which is hereby acknowledged,

**DO HEREBY TRANSFER TO:**

Purchaser's name \_\_\_\_\_

Street address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone \_\_\_\_\_

Co-owner's name (if any) \_\_\_\_\_

**THE FOLLOWING DESCRIBED MOTOR VEHICLE:**

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Body style (e.g., 4-dr. sedan) \_\_\_\_\_ No. of cylinders \_\_\_\_\_

Color \_\_\_\_\_ Odometer reading \_\_\_\_\_

Vehicle ID No. (VIN) \_\_\_\_\_

Certificate of Title No. \_\_\_\_\_

Signature of seller \_\_\_\_\_ Signature of buyer \_\_\_\_\_

retail price. But selling your car yourself takes a lot more work than just driving to the dealership for a trade-in. You'll have to go through the hassle of advertising, taking phone calls, and showing the car.

#### SET A COMPETITIVE PRICE

By following the advice under "What's your car worth?" on page 55, you should have a good idea of what the retail and local asking prices are for your vehicle.

If you checked to see what a local dealer would offer on a straight-up sale, you should have plenty of information to price your car reasonably. Remember, it's always smart to price your vehicle just a little bit higher than what you are willing to take for it. That way, the buyer can negotiate for a slightly lower price and feel good about it. Don't be greedy, though. You could scare off potential buyers who don't think they have a chance to negotiate.

#### ADVERTISE EFFECTIVELY

Some advertising methods are more effective than others, and cost can vary from free to quite expensive. Don't feel limited by the suggestions you see here. Use your imagination and go with what you think will work.

► Word of mouth is very effective. Tell your friends, relatives, colleagues, and anyone else you know that you have a car for sale. If your network of contacts is big enough, you might be surprised at how much interest you generate in your vehicle via Facebook or Twitter. And it's free.

► Online classified ads may be the easiest and most effective way to sell your car. Cars.com offers several ad packages, ranging from \$0 to \$49 depending on what's included. Free ads run for 30 days with five photos of your car that you upload with the ad. \$49 buys 150 days, 15 photos, and a Carfax report. Another service, which is totally free, is CarGurus.com, and includes six pics of your own car. AutoTrader, which is partnered with MSN Autos, offers packages



ranging from \$25 to \$100. All offer free renewals and a money-back guarantee and step up from four weeks and 3 pics to a package of 18 pics, no time limit, and a preferential "spotlight" ad running for two weeks.

► Daily newspaper ads can work but aren't as effective as they used to be. Some newspapers will give you both a print and online ad for one price. Rates can run about \$30 to \$40 for a week or two, although some major metropolitan papers charge more.

► Ads in weekly shoppers and free newspapers can work, but they may have a lot of competition.

► There's always the traditional way: Just put a "For Sale" sign in the window of your vehicle with your phone number and a few other details, such as model year and mileage.

#### SHOWING YOUR CAR

Once you've placed your ads, make sure you keep your car's specifications, mileage, and other particulars near your phone. Interested callers will want to come to see the vehicle, so have your schedule ready so you can set a day and time. That said, don't be surprised if some callers never show up.

When you do show the car, answer all questions honestly. Be prepared to provide service receipts and to accompany

the buyer on a test drive and to an independent mechanic.

#### THE PREPURCHASE INSPECTION

Just about any savvy buyer will want to have your car inspected by a mechanic before the sale takes place. If the buyer is a friend or relative, there should be little risk in allowing them to take the car for an inspection. If the potential buyer is a total stranger, however, you'll probably want to drive the car to the shop yourself. It shouldn't take more than an hour.

#### HAVE THE PROPER PAPERWORK

The paperwork requirements for selling a car vary from state to state. In some states, transferring ownership of a vehicle to another person is a simple process of entering the odometer reading, sale price, and your signature on the back of the certificate of title. In other states, you must fill out official title-transfer forms. Contact your state's DMV to see what you should do.

If there's an outstanding loan on your car, you and the buyer will have to go to your lender and make sure the lender gets its money before you get what's left. And a bill of sale is often required by the buyer for sales-tax purposes. Photocopy the one on page 60 or buy a form at any office supply store, and keep of copy of the final document for your records.



# Dealing with the dealer

Don't let your guard down

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The worst part of buying a car is the dealer experience. It's so bad that in 2009, then-Hyundai CEO John Krafcik said, "...Americans would rather go to the dentist than visit a car dealer."

It is easy to understand why. Salespeople have well-rehearsed routines for persuading a car buyer, and they practice them every day. Most people subject themselves to the discomfort of car buying once a decade. It becomes comical: like pitting an amateur against a team of professionals.

Still, you don't have to be a professional negotiator to get a great deal. You simply have to know what to expect and how to play the game. On the following pages we'll supply strategies you can easily use to stay ahead of the curve.

### Ready for action?

At this point of the game you've already decided the car you want, the trim lines and options that fit your needs, and the color(s) you can live with. You know the approximate price and, if you are financing, have gotten pre-approved for a loan. You've also checked what insurance will cost. Maybe you've taken your test drives. In short, you've done your homework.

Now is the time—unless you've already done it—to virtually "build" the car you want. Visit the automaker's web site and use the tools to find out the retail

price for the car and options that you want. An added benefit: you might discover some additional discounts, rebates, and other incentives. Those are definitely worth knowing about.

Many automaker sites will help you locate a local dealer that supposedly has that car on hand. The reality is that dealers work on a system of "allocations," filling their lots with cars configured the way they think will sell the best in their area, as well as slow sellers the automaker may foist on them.

The result is that the dealer may not have a precise match for what you had in mind or configured on the automaker's web site. With any luck you'll find some pretty close matches, especially with big selling cars and those that have been on the market for more than a year. If you are still striking out, consider expanding your search area, or see

if you can order one from the factory to your exact specs.

### The easy way out: Internet, email, phone

Save your time—and sanity—and do all of your car shopping from home. Go online and find all of that brand's franchised dealers within your area. Search each dealer's new-car inventory to find out what they have on hand as well as ones that have yet to arrive. This will give you an idea of what's readily available.

Sometimes you'll see on the dealer site a "special Internet price." Don't get fooled by that. Any price they offer—whether online or in print—should be no higher than what they'd give you if you walked in the door. But at least it gives you an idea of the scale of discounts freely offered.

You can go two ways here: Build a car online and submit it to the dealer/dealers, or just send them an email that specifies what you're looking for. "I need an LXE with the sports package, driver convenience package and a navigation system, in either black or gray but not white. It looks from your inventory that you have three on your lot. Is that the case?" Be clear about how you want to interact—phone or email.

If the reply is positive, ask for their best price. "I'm ready to buy right now but I'm shopping around and I want your best out-the-door price on that car."

In your electronic dealings with the dealership, set the same ground rules you would if you were there in person. You are looking for their best "out the door" price, including any add-on fees such as "documentation," aka "conveyance," that can't be avoided.

**Make dealers compete.** Do this with several dealers, asking for their lowest out-the-door price. With each one, have them email (or fax) you a copy of the car's window sticker and the vehicle invoice. The window sticker will spell out the car's features in detail, and what options packages it has. The vehicle invoice will show you the dealer and retail costs for the car and options, and possibly incentive and holdback information.

One of the games dealers play is that the car descriptions on their website are very often seemingly designed to confuse. Dozens of normal features that every car has, such as antilock brakes and power windows, may be listed under "options," and options packages are often not identified as such. The distinctions are important, and the window sticker spells them out.

**Get in touch.** Talk to the sales department—via phone or email—of the dealer(s) that quoted the best price, and establish that the car they gave you the quote on is actually there. Not just on order, and not in transit, but actually on the lot. It sometimes happens that

## YOU SHOULD ALREADY HAVE PRE-APPROVED FINANCING BY THE TIME YOU'RE READY TO BUY.



dealers advertise a car they don't actually have, or continue advertising a car they've already sold.

**Don't rush out.** Resist any invitation to "come down and talk about the car you're looking for," until you're good and ready. You already know what you're looking for. It's true that dealers can and do swap with or otherwise obtain a car from other dealers to fill a customer's needs. So just because they don't have it doesn't mean they can't get it. But you don't have to drive to a dealer to talk about a car they don't have.

Take those prices and re-contact the dealer you would most like to work with. Explain that you've been in contact with several other dealers, have written quotes in hand, and will buy the car if you can come to terms. Tell them that if they have the actual car—not just a promise of a car—you'd be willing to make a deposit.

But don't get talked into making a deposit as a condition for them to just to start looking. You give a deposit when

they have found the car and can tell you its VIN (vehicle identification number), color, final price, and exactly when it will arrive.

One reason this method works, especially if the car is there already, is that the salesperson and dealership has invested little time in making the sale. Before you hand over your credit-card number, have the dealership e-mail or fax you the purchase order so you can make sure everything is correct.

## Internet car-buying services

Many consumers use car-buying websites to make their purchases. In general, car-buying websites allow you to specify the model, trim level, and options you're interested in and then get price quotes from dealerships in your area. Each of those services has contracted with a network of dealerships and pre-negotiated a small markup, and hence a decent price, for customers it sends to them.





## Should you buy last year's leftover?

### A common way to get a lower price

on a new car is to wait until the next model-year vehicles are coming out and buy a "leftover" from the previous model year. For example, you could buy a 2014 model even though the 2015 is now on sale.

A car dealer is often more willing to give you a generous discount on a leftover vehicle to get it off the lot. He or she might offer to sell you a vehicle loaded with features that would be out of your price range on a newer version. In addition, previous-model-year vehicles often carry factory sales incentives that lower the price even further. All of this can add up to an attractive alternative. But there are other considerations.

One downside: You may find a very limited selection—cars with either too few or too many options, or the wrong color. Another concern is that as soon as you buy a leftover, it has accumulated a year's worth of depreciation, almost regardless of the miles on the odometer. If you want to trade in the vehicle two years from now, it will be appraised as a three-year-old. That's why a leftover should be priced lower than a new version and have more room for negotiation in the price.

A leftover may not be such a good deal if you plan to sell or trade in the car after a couple of years. But if you plan to drive it for five years or more, or until it wears out, you can save quite a bit of money.

Typically, when you ask for a price quote online, your information is forwarded to partner dealerships close to your ZIP code. You'll either get a list of quotes sent to you or a series of emails from the dealerships quoting what they hope is a come-hither price.

The price quotes are free, with no strings attached. So it's an easy way to get a sense of what the price might be for the vehicle configuration you want.

You may find that just-released new models might not be discounted much at all. Unless you **MUST** be the first on the block, wait a few months to buy. Nothing stays hot forever.

There are some obvious advantages to using these sites. But don't overlook the not-so-obvious limitations:

- ▶ The service you choose may have only a small number of dealerships, or none at all, under contract in your area.
- ▶ Those dealers might not have the ability or willingness to obtain the car you're looking for quickly.

▶ There's no guarantee that they'll give you the best possible price on your trade-in, if you have one.

We offer one such service: Consumer Reports Build & Buy (ConsumerReports.org/buildandbuy). You'll get competitive quotes, as well as a list of all dealer incentives and customer rebates currently available in your area. It's available to ConsumerReports.org, Consumer Reports, and ShopSmart subscribers as well as CR's New Car Price Report buyers. Other car-buying sites you might try include Autobytel.com and CarsDirect.com.

### Face-to-face negotiations

While a lot of people say they just hate the process of negotiating with a car dealer, some folks apparently relish it, or believe it's the best way to be sure they're getting what they want. They're not wrong. One of the benefits of face-to-face transactions is reaping the benefit of the salesman's knowledge, which is often considerable, and advice, which may be very sound.

There's more to choosing a car than just finding the lowest possible price. While you can't expect a salesman to send you to the rival across the street, good salespeople know a heck of a lot about the cars they're selling and what set of needs they suit. And they'll try very hard to find the right one for you. If you're still in shopping mode, rather than buy-it-now mode, it would be a mistake to dismiss what they have to say out of hand.

In any case, whether you do your price negotiation with email, by using an intermediary buying service, or going mano a mano with a salesman and, inevitably, his boss, you're going to wind up at a dealership to sign the papers and get the keys.

Car dealerships may be unique among retail venues in how much time they expect customers to wait for something to happen. Whether it's crowded with customers or you find yourself the only one in the store, it's routine to be asked

to wait: For the salesman. For your price negotiations to be ferried back and forth to the “sales manager.” For your turn with the business manager to ink the deal. For the forms to be filled out once you are sitting there. For the car to be located, filled with fuel, and brought around.

Bring your driver’s license, credit card, and proof of insurance to hold up your end of the process. A calculator or smartphone helps you crunch your own numbers. And don’t forget your notes about the car you’re intending to buy, and any written quotes you’ve obtained.

## Negotiate effectively

When you start your bargaining, work from your positions of strength:

- Your opening bid, based on what the dealer paid for the vehicle or what you’ve established is a fair price.
- Competing bids from other local dealerships or car-buying websites.

The salesperson will probably begin the discussion about price by focusing on the vehicle’s MSRP or on your monthly payment. Don’t take that detour.

If the salesperson starts with price, make sure you negotiate from the bottom-most price and work up, not down from the MSRP.

By starting with monthly payment as the focus, the salesperson can lump the whole process together, including the price for the new vehicle, the trade-in, and financing, if appropriate. This gives him or her too much latitude to sow confusion, robbing Peter to pay Paul.

Your countermove: Insist on negotiating one thing at a time. Your first priority is to settle on the lowest price you can get on the new vehicle. Only after you’ve locked that in should you begin to discuss a trade-in or financing, if necessary.

### SET THE GROUND RULES

Rather than get drawn into a discussion on the salesperson’s terms, let him or her know:

- You have carefully researched the vehicle you want and have already taken a test drive.
- You know exactly which trim level and options you want, have researched the

price for that configuration, and know approximately what the dealership paid for it.

- You have already calculated what you are prepared to pay. Reassure him or her that your offer includes a fair profit.
- If he or she can meet your target price you’ll be ready to buy immediately; if not, you intend to visit other dealerships.

### DOWN TO BRASS TACKS

Start the price negotiations by showing the salesperson your pre-calculated low offer. That could be the invoice price, minus incentives, plus, say, \$100. If the salesperson asks you how you arrived at that figure, explain how you calculated it.

What typically happens next is a tedious back and forth while the salesperson submits your bids to the sales manager and returns with counteroffers. Be prepared for the counter-offer or offers to be far higher than your target price. And be prepared to wait several minutes at each step.

One gambit you can use is to mention that you have competitive bids in hand from other dealers, without disclosing what they are. Explain that you are looking for the lowest markup over your bottom price.

As an alternative, ask if they’re willing to beat a price you got from a legitimate buying service. If so, tell them what it is.

Try not to be argumentative. Keep working off your lower figure, raising it a little at a time, rather than taking the dealer’s counter-offer and trying to hammer that down.

From the outset, you want to stay on course and prevent the negotiation from veering off track. If the salesperson asks about a trade-in, for instance, insist on locking down the new-car price first.

As to financing, explain that you are preapproved for a loan and are prepared to pay in cash, but that you may be willing to consider financing through the dealership provided the offer is competitive. But make it known that coming to terms on the purchase price is the primary focus.



**BEFORE CHASING EVERY LAST PENNY, DECIDE IF IT'S WORTH SPENDING A BIT MORE FOR A CAR THAT YOU'LL BE HAPPIER DRIVING FOR A FEW YEARS.**



Hyundai Elantra

Reassure him or her that if you can both agree to terms you know to be fair, he or she can look forward to making a quick sale. If not, you'll move on.

You may be shunted to a more senior sales associate or manager. If that happens, simply repeat the same ground rules to that person. But no matter who ends up sitting across the desk from you, your clear explanation of what you're looking for will help counteract the common diversionary tactics you may come across.

#### **HOLD YOUR GROUND**

A salesperson's initial reaction might be dismissive. They will state flatly that there is no way the sales manager will let him sell you the vehicle at your price. He may even try to tell you that your numbers are wrong. If so, show him a printout of your sources of information.

Even if he can't find fault with your numbers, he may counter your bid with a barrage of objections, pleas, and ploys to get you to raise your offer. Since the manager wields the real power to approve deals, you can expect this. But make it clear that you don't have a lot of time to sit around and wait. You also have some wiggle room. After all, the target price you calculated allowed for a reasonable dealer profit.

While you can allow your target price to inch up in small increments, don't go above the lowest competing bid you've gathered. You don't want to give the impression that you're simply responding to pressure. It might help to state a rationale for your flexibility on price. For example, you could say that you value the fact his dealership is conveniently close or that you like the color of this car.

Remind the salesperson that you're ready to complete the purchase on the spot if he can meet your price. Otherwise, you'll have to "think it over."

If the negotiations are going nowhere, this is the time to excuse yourself and get up to leave.

Often, a salesperson will try to stop you by saying he thinks he or she can "work something out to make you happy." But, if they simply let you go, then the last price offered may be close to the dealer's limit.

If the negotiation has stalled at a higher figure than the competitive prices you've gathered elsewhere, say so. Let the salesperson know he or she is not even in the ballpark. This could motivate another visit to the sales manager for a lower price.

#### **KNOW WHEN TO WALK**

If your discussion gets stuck, and the dealer's offer is nowhere close to what you can accept, it might be time to

throw in the towel. If you encounter these tactics, head on to another dealer:

➤ The salesperson may try to convince you that the rebate (or low-cost financing) is available only to customers who pay the sticker price. This is not true. Rebates come directly from the manufacturer regardless of the price you agree to at the dealership. Don't let the salesperson use rebates as a substitute for the discount you've haggled for.

➤ The salesperson suggests that you come back if another dealership offers you a better price, which the salesperson will then beat. Let him or her know that you plan to complete the purchase soon, aren't interested in shuttling back and forth between dealers, and that once you leave the showroom you are done.

If the salesperson makes a "final, take-it-or-leave-it offer," accept if it satisfies two conditions: (1) the price meets your target price; and (2) it is a decent price for the only vehicle you have found that matches the configuration that you want.

Otherwise, you needn't panic. If the offer is good today, it should be good tomorrow.

#### **KNOW WHEN TO SAY "YES"**

If you are offered a price that's in your target range, you should probably accept it, and move on to trade-in and financing arrangements.

You might consider thanking them, taking their offer in writing, and trying to best it at another dealer. But if the price really does leave minimal profit for the dealer, it's not likely to go that much lower somewhere else.

Before you chase the last penny of savings, consider your own convenience. Do you feel more comfortable working with one dealership over another? Might it be worth your while to pay a little more to end up with a car you'll be happier driving? Provided you're satisfied that the more expensive deal is still a fair one, there's no harm in paying a little extra.



**TIME TO TALK TRADE-IN**

As we've said, only after you agree on a price for the new car should you turn your attention to the trade-in. Chapter 6 covers how to assess the value of your current car. If you shopped it around to other dealerships, you also know what you can easily get for it. Armed with this information, there's no reason a dealership shouldn't give you at least its wholesale value as a trade-in allowance.

Tell the salesperson that you simply want what you know it's worth. Provide the figures to back this up, along with printouts from several pricing sources. This defuses any attempt to pull out a used-car pricing book so the salesperson can "prove" that your figures are too high.

To lowball you on the trade-in, the salesperson may again try to stall the negotiations and wear you down with frequent visits to the sales manager. Minimize this by indicating up front that the new-car deal isn't final unless you get

a good allowance on your trade-in.

Remember, if the trade-in discussions become too burdensome, but you're not willing to pull out of the new-car deal, you can always sell the car elsewhere. However, if you're dependent on the trade-in to make the down payment, you'll have to sell your car before you can sign the contract for the new one.

**The finance office**

Once you've settled on the vehicle's price with the salesperson, you will be passed along to the dealership's Finance and Insurance manager, sometimes called the "F&I representative." He or she is the one who determines what credit terms you will be offered and draws up the loan or lease contract.

**LOANS AND LEASES.**

We went into detail about the mechanics of loans in Chapter 4 and leases in Chapter 5. Everyone knows what a car loan is.

Leases are a bit more complicated. But as we explained earlier, you can think about leasing as just another way to finance a car.

For example, if you should lease a car for three years and then decide to buy it, the total cost may often be pretty much the same after six years as if you had taken out a six-year loan.

Comparing loan and lease offers head-to-head is notoriously difficult, however. You will probably find that an automaker's offer on financing has a different interest rate than the loan deal they are offering on the same car.

Just don't fall over yourself if you hear an attractive financing offer and splurge on something you don't need, like an extra-loaded version of the car you had decided on or an extra-cost warranty.

It's important to understand that the F&I manager is also another salesperson. Besides insurance and loan/lease deals, his or her wares also include such

**CLIP & SAVE WORKSHEET**

# Low-interest rate financing vs. rebate

**How to use this worksheet**

Subtract the trade-in value and rebate from the negotiated vehicle price to get the principal. Plug in the number of months you expect the loan term to be.

Go to [ConsumerReports.org](http://ConsumerReports.org), choose the Cars section, and then go to Car Buying Advice to find our car-buying calculators to figure the monthly payments for both cases.

Multiply each monthly payment by the number of payments to get the total cost of the loan under the two scenarios. The lower of the two total-cost figures is the best deal.

**EXAMPLE**

% DEALER FINANCING =	%	12%	CASH REBATE
Negotiated vehicle price	\$	\$25,000	
Subtract: Trade-in value	—	—\$4,500	
Rebate	—	—\$1,500	
Principal (amount financed)	=	= \$19,000	
Loan term (months)			
Interest rate (APR)			
Monthly payment	\$	\$	
TOTAL COST OF LOAN =	\$	\$	\$



## YOU CAN ALWAYS ASK FOR AN EXTRA DISCOUNT TO OFFSET AN EXCESSIVELY HIGH CONVEYANCE FEE.

extra-cost items as extended warranties and other intangibles. Here are some to look out for:

### EXTENDED WARRANTIES

The F&I representative will almost surely try to sell you an extended warranty or service plan. Most of the time, these plans are a losing bet. A recent CR survey found that two-thirds of respondents spent a lot more for the warranty than they got back in repair reimbursements.

Since most new cars come with comprehensive warranties it'll be a long time before you'll need the warranty extension. If you decide later on that you want one you can consider buying it years from now. Besides automakers, several independent warranty companies, such as WarrantyOne and WarrantyDirect, sell these policies.

### INSURANCE

Another pitch you might hear from the F&I representative is for various kinds of insurance besides what we think of as auto insurance. Here's a rundown:

**GAP insurance.** Guaranteed Asset Protection is essential for new leased vehicles. If the car is stolen or totaled GAP pays off the lease. Many lease contracts already include it. Others may charge you for it as part of the down

payment. It's probably cheaper to buy GAP as part of your car-insurance policy than a la carte from a car dealer.

**Credit life insurance.** It pays off your vehicle loan if you die before your car payments end. Some dealers may tell customers with poor credit histories that credit life insurance is mandatory. It isn't.

**Credit disability insurance.** While this is important coverage for anyone whose dependents rely on his or her earnings to make loan payments, you likely have better options. You may already have disability coverage through your employer; if not, you can likely purchase it less expensively elsewhere.

### OTHER EXTRAS YOU CAN SKIP

**Rustproofing and undercoating.** Don't bother. Today's vehicles are manufactured with good corrosion protection.

**Fabric protection.** This is the most expensive Scotchgard your upholstery will ever see. Instead, spend a few bucks on a can of fabric protector and spray it on by yourself.

**Paint sealant.** The dealer may tell you that an application of this clear coating will protect your car's surface for years, but it's little more than a vastly overpriced insurance policy on your paint finish.

**VIN (vehicle identification number) etching.** This acid-etches the VIN into

the window glass to deter theft. Sometimes a VIN-etching charge of \$100 or more is pre-printed on the purchase agreement. Just cross it out. It's not mandatory. If you do want VIN etching you can get it cheaper elsewhere or get a do-it-yourself kit for \$25 or less.

### CHECK THE NUMBERS

If a sales incentive is available, sometimes you have to choose between a low-interest financing rate and a cash rebate. The rebate can be applied to your down payment and thus reduce your loan principal. Run the numbers both ways to see which option gives you the most benefit.

Whether you're buying or leasing, you must carefully check all the numbers on the agreement. Use the calculator on your mobile phone or bring one with you (if necessary, borrow one from the salesperson) to total them up on the spot.

Make sure the contract shows the agreed upon purchase price or, if leasing, the capitalized cost, and that your down payment, trade-in allowance, and any rebates have been subtracted from that amount. If you are financing the vehicle through the dealer, make sure the correct interest rate (or "money factor" if you are leasing) was used when calculating your monthly payment.

If you've discovered any problems that need to be dealt with later, after you take possession, it's important to secure a "We Owe You" document that spells them out. That might cover a missing jack or floor mats, or follow-up work to repair a scratch in the paint.

As you review the agreement, you'll likely encounter various additional charges. In addition to legitimate ones, such as the destination charge, there may be others that are questionable or entirely unnecessary.

Remember, unless you pay fees and taxes up front, they're added to the amount financed, and you will pay interest on them.

# How to choose car insurance

Know the coverage you need





Automobile insurance is one of the costliest purchases that consumers hope to never use. While it's always important to buy the right coverage, it costs a lot more to insure a brand-new car than a five-, seven-, or nine-year-old model you are replacing. In this chapter we'll explain the basic elements of a car-insurance policy, provide tips for finding discounts, and Ratings that rank the best companies.

### Key elements of auto insurance coverage

Auto insurance is really several different insurance policies rolled into one. While insurance is mandatory for everyone who drives a car, the requirements vary from state to state.

Some coverage is required at all times, but others are voluntary. Here are the basics, plus some tips on how to keep your premiums in line without taking on unnecessary risks.

#### BODILY INJURY LIABILITY

**What it is:** If you are held liable for a crash, this insurance pays for the injuries or death of other people involved in the crash.

**How much to buy:** At the minimum,

opt for the standard 100/300/100 coverage. This means you get coverage up to \$100,000 per person for bodily injury, including death, that you cause to others; \$300,000 in bodily injury per accident; and \$100,000 in property damage.

But remember, this is based on averages. If you have a high net worth, boost your bodily injury coverage to 250/500 to make sure you have coverage in case of a personal lawsuit. Since injuries from some accidents cost much more than “average,” you should never let state minimums guide your coverage limits.

#### COLLISION/COMPREHENSIVE

**What it is:** Collision covers damage to your car that's not covered by another

driver's policy. Comprehensive covers theft as well as damage from fire, flood, falling trees, hail, hurricane, or animal strikes.

**How much to buy:** Coverage is usually limited to the book value of your car—which is defined by your insurance company. Deductibles can run from zero to \$1,000. We recommend that you opt for a higher deductible to reduce your premiums. But try to set at least the equivalent of the deductible aside in a savings account.

Consider dropping collision and/or comprehensive coverage when the annual premium equals or exceeds 10 percent of your car's cash value.

#### UNINSURED/UNDERINSURED MOTORIST

**What it is:** UM/UIM, as it's known in insurance circles, stands in for the other guy's missing or insufficient liability coverage. In fact, one out of every eight drivers may be uninsured, according to the Insurance Research Council.

This not only covers if the other driver is at fault, but also hit-and-run incidents. This is key—your own liability insurance might not pay for injuries to you and your passengers if you're not at fault.

Also, without UM/UIM, you'll have to either pay for your losses or sue the other driver for damages in court, a headache that may reap little reward if the defendant has few assets. That's a pretty good bet since most people who have no insurance "go naked," as the industry expression has it, because they can't afford it. So they likely have little money to pay a judgment in your favor.

One or both coverages are mandatory in 20 states, including Illinois, New Jersey, and New York. But even if your state doesn't require it, this is a wise buy. Nationwide, about one in seven motorists is uninsured, but in some states (Oklahoma, Florida, and Mississippi) it's more than one in four.

**How much to buy:** Purchase the

same limits here as those on your own liability coverage.

#### MEDICAL PAYMENTS OR PERSONAL INJURY PROTECTION

**What it is:** Medpay and PIP, as they're known, pay, within the specified limits, the medical, hospital, and funeral expenses of the insured person, people in the insured vehicle, and pedestrians struck by the insured vehicle. PIP is the basic coverage implemented in no-fault automobile insurance states. These states generally limit the circumstances under which victims can sue for injuries, and cover the bodily injury for the insured and the passengers of the car.

Twelve no-fault accident states require one or the other of this coverage. In other states, this coverage is optional.

**How much to buy:** Talk with your insurance agent to determine the right amount for you.

## 10 ways to save on insurance

### 1) DO AN ANNUAL RATE CHECK

If you've been with the same insurer a long time, it might be tough to beat its rates, especially if you haven't had any claims lately. In fact, a 2014 survey by the Consumer Reports National Research Center found that only 10 percent of 19,000 ConsumerReports.org subscribers who compared premiums found



## Is there a black box in your future?

**Insurers have long depended** on crude predictors of risk to figure out what to charge individual consumers. Technology now allows more fine-tuning, but not without some controversy.

Progressive Insurance offers customers an electronic "Snapshot" device, which for six months tracks the hours driven and how often you brake suddenly. Progressive advertises savings of "up to 30 percent," but it told us the average savings are more like 10 to 15 percent. If you drive badly, your premiums could go up. Some worry that the information could be used against them in a legal case, and Progressive told Consumer Reports that the information could be subpoenaed. State Farm's "Drive Safe & Save" discount, available in all 50 states, similarly tracks your acceleration and braking, left and right turns, driving times of day, and speeds over 80 miles per hour.



RIGHT: SHUTTERSTOCK/SKYLINES

A photograph of four teenagers sitting in the front and back seats of a car. The driver is a young man with dark hair, wearing a pink t-shirt and a blue jacket, smiling at the camera. Next to him is a young woman with long dark hair, also smiling. In the back seat, there is a young man with dark hair wearing a red and blue plaid shirt, and a young woman with curly hair. They are all looking towards the camera. The text "ADDING A TEENAGE DRIVER TO YOUR POLICY CAN INCREASE YOUR COSTS BY 50 TO 100 PERCENT." is overlaid on the top left of the image.

**ADDING A TEENAGE DRIVER TO YOUR POLICY CAN INCREASE YOUR COSTS BY 50 TO 100 PERCENT.**

that they would save money by switching insurers.

It's easy to compare multiple insurers online, as sites such as Answer Financial, Insure.com, Insweb.com, and NetQuote. You usually won't get an immediate quote online, but you will get email messages from agents looking for your business. Consider forming a relationship with an independent agent, who will check rates for you at a range of carriers.

## **2) PICK A TOP-RATED INSURER**

Saving money isn't simply a matter of finding the lowest premium. Some insurers have lower premiums, but end up costing you more in the end by lowballing loss estimates, hassling the repair shop to cut corners, and forcing you to pay extra for original-equipment

replacement parts. They might even unfairly jack up your premiums after an accident.

We surveyed 64,872 ConsumerReports.org subscribers who filed a claim between 2011 and 2014. Eighty-eight percent of them were highly satisfied with the handling of their claims. Among the highest-rated groups were USAA, Amica, and NJM, with overall satisfaction scores of 90 or higher.

The Ratings on page 75 lists top-rated insurers from our latest consumer survey.

## **3) SET THE RIGHT DEDUCTIBLE**

A higher deductible reduces your premium because you pay more out of pocket if you have a claim. Hiking your deductible from \$200 to \$500 can cut your premium on collision by

15 to 30 percent. Go to \$1,000 and you could save 40 percent. If you have a good driving record and haven't had an at-fault accident in years, if ever, opting for a higher deductible on collision might be a good bet. Just make sure you can afford to pay that cost if your luck runs out.

## **4) REVIEW ALL OF YOUR COVERAGE**

Your liability coverage pays for bodily injury and property damage that you cause in accidents. Don't get caught short by reducing your liability limits to the state minimums. Buying more coverage might seem like an odd way to save, but the benefit comes if you have a costly claim, which can put your life's savings at risk.

If you have another car that you can use while your vehicle is being repaired,





Hyundai Elantra

you don't need to pay for rental-reimbursement coverage. Dump roadside assistance if you have an auto-club membership that's a better deal, or if it's part of your new car's warranty.

Think carefully about personal-injury protection and medical-payments coverage: Forget it if you have good health coverage; keep it if you don't or if your usual passengers might not be well insured.

#### 5) TAKE ADVANTAGE OF DISCOUNTS

Car insurers offer a whole range of modest but worthwhile discounts that are essentially based on a low-risk lifestyle. Here are some to ask your insurer about if they don't mention them to you first:

- Students with good grades.
- New drivers who have taken a driver-training course.
- Older drivers who have taken a refresher course.
- Any driver who takes a defensive-driving course.
- Members of affinity groups, such as college alumni and certain occupations and professions.
- Antitheft and safety equipment.

#### 6) MULTIPLE-POLICY HOLDERS

Insurers also offer fairly hefty auto discounts if you also buy your homeowners, renters, or life-insurance policy from them. But be sure you check out total costs both ways: premiums

from different insurers combined compared with single-insurer packages.

#### 7) MAINTAIN A GOOD CREDIT SCORE

Most states allow insurance companies to use your credit score as a factor in setting your premiums. Ask your insurance company if it does that. But regularly check and correct credit-reporting errors anyhow (see Chapter 4). If your finances have been adversely affected by the recession, military deployment, divorce, job loss, death of a family member, or medical problems, ask your insurer for an exception.

#### 8) REPORT REDUCED MILEAGE

A major cost component in auto insurance is miles driven per year. The

average is about 12,000. But if you're driving a lot less than usual for some reason, like a job change or retirement, let your insurer know. Your reduced driving could cut 5 to 10 percent off your premiums.

## 9) CHOOSE YOUR CAR SHREWDLY

Vehicle damage is the biggest cost component for auto insurers, so premiums will vary by auto model. When comparing models, ask your insurer for premium quotes on the different models under consideration.

## 10) MANAGE TEENAGE-DRIVER RISK

Adding a teenager to your policy can hike your costs by 50 to 100 percent. Make sure your child takes a safe-driving course before getting a license. Make it a rule that unsafe driving will mean loss of driving privileges.

Inform your insurer if the child isn't licensed, or if your child is a college student residing more than 100 miles from your home and doesn't have a car.

# What is GAP insurance?

**Guaranteed Asset Protection**, known as GAP, is often bundled with a loan or lease contract and is definitely worth having unless you own the car outright. If your car is stolen or totaled, GAP pays the difference between what you owe and what the car is worth. It's usually cheapest when it comes as a feature of the full insurance package covering a new car. As a stand-alone policy sold through car dealers it may add \$5 to \$20 per month, depending on the value of the car and financing terms.

## Ratings: Auto insurers

● Better ← → Worse ●

Insurer*	Reader score	Promptness of response	Claims problems	Dollar damage estimates	Satisfaction with premiums
USAA Group <i>usaa.com</i>	94	●	●	●	●
NJM Insurance Group (New Jersey Manufacturers Insurance Company) <i>njm.com</i>	93	●	●	●	●
Amica Mutual Insurance Company <i>amica.com</i>	93	●	●	●	●
Auto-Owners Insurance Group of Companies <i>auto-owners.com</i>	91	●	●	●	○
Erie Insurance Group <i>erieinsurance.com</i>	90	●	○	●	●
Farm Bureau Property & Casualty Insurance Company <i>fbfs.com</i>	89	●	○	●	○
State Farm Mutual Automobile Insurance Company <i>statefarm.com</i>	89	●	○	●	○
American Family Insurance Group <i>amfam.com</i>	88	●	○	●	○
Automobile Club of Southern California <i>aaa-calif.com</i>	88	●	○	●	●
AAA Northern California, Nevada & Utah Insurance Exchange <i>aaa4insurance.com</i>	88	●	○	●	○
State Auto Insurance Companies <i>stateauto.com</i>	88	●	○	●	○
The Hartford Financial Services Group <i>thehartford.com</i>	88	●	○	●	○
Auto Club Insurance Association <i>aaa.com</i>	87	●	○	●	○
Hanover Insurance Group <i>hanover.com</i>	87	●	○	●	●
Berkshire Hathaway (Geico) <i>geico.com</i>	87	●	○	●	○
Travelers <i>travelers.com</i>	86	●	○	●	○
Nationwide Mutual Insurance Company <i>nationwide.com</i>	86	●	○	●	●
Ameriprise Financial (IDS) <i>ameriprise.com</i>	86	●	●	●	●
Liberty Mutual Insurance <i>libertymutual.com</i>	86	●	○	●	○
Mercury General Corporation <i>mercuryinsurance.com</i>	86	●	●	●	○
MetLife <i>metlife.com</i>	86	●	○	●	○
Allstate Insurance Company <i>allstate.com</i>	85	●	○	●	●
The Progressive Group of Insurance Companies <i>progressive.com</i>	85	●	○	●	○
Farmers Insurance Group of Companies <i>farmers.com</i>	84	●	○	●	○
Mapfre USA (formerly Commerce) <i>mapfreinsurance.com</i>	82	●	○	○	●

\*Some companies offer insurance only in specific regions.

**Guide to the Ratings** Based on a 2014 survey of 64,872 Consumer Reports readers by the Consumer Reports National Research Center. Reader Score represents the weighted mean overall satisfaction score derived from six-point satisfaction scales asked separately of consumers with claims and consumers without claims, respectively. Responses from consumers with claims were weighted more heavily. A **reader score** of 100 would mean all readers were completely satisfied; 80, very satisfied, on average; 60, fairly well satisfied. Differences of fewer than 4 points aren't meaningful. USAA, Amica, and NJM stand out as the highest-rated insurance companies. Findings are representative of Consumer Reports and Consumer Online Subscribers, but not necessarily of the U.S. population as a whole. The **Rating for Claims Satisfaction** is based on the responses of 18,136 consumers who filed a claim between 2011 and 2014 that had been settled or rejected. It is based on a six-point satisfaction scale regarding handling of the claim, ranging from "completely satisfied" to "completely dissatisfied." **Ratings for Price** are based on the comparison-shopping experiences of 19,521 consumers within the past 12 months. **Ratings for Service** are based on the comparison-shopping experiences of 18,499 within the past 12 months. Each of these ratings is derived from mean scores on 5-point scales where consumers rated their insurance company's price and service relative to rival companies they researched. Scale categories include "Much Better", "Slightly Better", "Not Much Different", "Slightly Worse" and "Much Worse". Ratings are for insurance groups, which are composed in some instances of several affiliated companies. Ratings for companies within groups may vary, but group ratings represent the sum of experiences of Consumer Reports subscribers insured by the affiliated companies. Some companies offer insurance only in specific regions.

# RATINGS & REFERENCE

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## **Models by category**

Category by category listing of all of the models featured in this issue.

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**80**

## **Vehicle ratings**

See how vehicles compare in overall test score, predicted reliability, owner satisfaction, owner cost, and fuel economy.

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**96**

## **Vehicle profiles**

Unbiased reviews of 252 models, along with quick-reference Report Cards and detailed reliability histories for most models.

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**224**

## **Road-test highlights**

Turn here for test data on performance, fuel economy, and more.

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**230**

## **Crash-test results**

Compare models on independent crash-test results and rollover results.

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**236**

## **Vehicle dimensions**

Compare exterior and interior dimensions and cargo, payload, and towing capacities.





# FOR **2015** MODELS



**Top-rated**  
Chevrolet Impala

# Models by category

**With so many models** on the market, it can be hard to keep track of what's available. Here, you'll find a listing of nearly all 2015 models grouped by category. If a vehicle comes in several variations, it's listed in each applicable group—hatchbacks and wagons, for instance. Models in **boldface** are recommended by CONSUMER REPORTS. They have performed well in our road tests, have average or better reliability, and perform adequately if included in crash tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration. \* means that not all versions of a model are recommended. See the Ratings charts, starting on page 80, and the Vehicle Profiles, which start on page 96, for detailed information on each model.

## > SMALL CARS

### Subcompact

Chevrolet Sonic  
Chevrolet Spark  
Fiat 500  
Ford Fiesta  
Honda Fit  
Honda CR-Z  
Hyundai Accent  
Hyundai Veloster  
**Kia Rio**  
Mazda2  
Mini Cooper  
Mitsubishi i-MiEV  
Mitsubishi Mirage  
Nissan Cube  
Nissan Versa  
**Nissan Versa Note**  
Scion iQ  
Smart ForTwo  
Toyota Prius C  
Toyota Yaris

### Compact

BMW i3  
Chevrolet Cruze  
**Chevrolet Volt**  
Dodge Dart  
Fiat 500L  
Ford Focus  
**Honda Civic\***  
**Hyundai Elantra\***  
**Kia Forte**  
**Kia Soul**  
**Mazda3**  
Mercedes-Benz B-Class EV

Mitsubishi Lancer  
Nissan Leaf  
Nissan Sentra  
Scion tC  
**Scion xB**  
**Subaru Impreza**  
**Toyota Corolla**  
**Toyota Prius**  
Volkswagen Beetle  
Volkswagen Golf  
**Volkswagen Jetta\***

## > HATCHBACKS

**Audi A7**  
Audi TT  
BMW 3 Series GT  
BMW 5 Series GT  
**Chevrolet Corvette**  
Chevrolet Sonic  
Chevrolet Spark  
**Chevrolet Volt**  
Fiat 500  
Ford Fiesta  
Ford Fiesta ST  
Ford Focus  
Ford Focus Electric  
Ford Focus ST  
Honda Fit  
Hyundai Accent  
Hyundai Elantra GT  
Hyundai Veloster  
**Kia Forte**  
**Kia Rio5**  
**Kia Soul**  
Lexus CT 200h

Mazda2  
**Mazda3**  
Mini Cooper  
Mitsubishi i-MiEV  
Mitsubishi Mirage  
Nissan 370Z  
Nissan Cube  
Nissan Leaf  
**Nissan Versa Note**  
Scion iQ  
Scion tC  
Smart ForTwo  
**Toyota Prius**  
Toyota Prius C  
Toyota Yaris  
Volkswagen Beetle  
Volkswagen GTI  
Volkswagen Golf

## > SEDANS

### Midsized

**Chevrolet Malibu**  
Chrysler 200  
**Ford Fusion**  
**Honda Accord**  
Hyundai Sonata  
**Kia Optima**  
**Mazda6**  
Nissan Altima  
**Subaru Legacy**  
**Toyota Camry**  
**Volkswagen Passat\***

### Large

**Buick LaCrosse**  
**Chevrolet Impala**  
Chevrolet SS  
Chrysler 300  
Dodge Charger  
Ford Taurus  
**Hyundai Azera**  
**Kia Cadenza**  
**Nissan Maxima**  
**Toyota Avalon**

### Compact Luxury

Acura ILX  
Audi A3  
Audi A4  
**BMW 3 Series\***  
**Buick Regal**  
**Buick Verano**  
Cadillac ATS

Cadillac ELR  
Infiniti Q50  
Lexus IS  
**Lincoln MKZ**  
Mercedes-Benz C-Class  
Mercedes-Benz CLA  
Volkswagen CC  
Volvo S60

## Midsized Luxury

Acura RLX  
Acura TLX  
**Audi A6**  
**Audi A7**  
**BMW 5 Series**  
**Cadillac CTS**  
Cadillac XTS  
Hyundai Genesis  
**Infiniti Q70\***  
Jaguar XF  
Kia K900  
Lexus CT 200h  
**Lexus ES**  
**Lexus GS**  
Lincoln MKS  
Maserati Ghibli  
Mercedes-Benz CLS  
**Mercedes-Benz E-Class\***  
Volvo S80

## Large Luxury

Audi A8  
BMW 7 Series  
**Hyundai Equus**  
Jaguar XJ  
**Lexus LS**  
Mercedes-Benz S-Class  
Porsche Panamera  
**Tesla Model S**

## > SPORTS/SPORTY CARS

Alfa Romeo 4C  
**Audi A5**  
Audi TT  
BMW 2 Series  
BMW 4 Series  
BMW 6 Series  
BMW Z4  
Cadillac CTS-V  
**Chevrolet Camaro\***  
**Chevrolet Corvette**  
**Dodge Challenger**  
Dodge SRT Viper  
Fiat 500 Abarth  
Ford Fiesta ST  
Ford Focus ST  
Ford Mustang  
**Honda Civic Si**  
Hyundai Genesis Coupe  
Lexus RC  
Mini Cooper S  
Mitsubishi Lancer Evolution  
Nissan 370Z  
Porsche Cayman  
**Porsche 911**  
Scion FR-S  
Subaru BRZ  
Subaru WRX/STI



Volkswagen GTI  
Volkswagen Jetta GLI

### Roadsters

Audi TT  
BMW Z4  
**Chevrolet Corvette**  
Jaguar F-Type  
**Mazda MX-5 Miata**  
Mercedes-Benz SL  
Mercedes-Benz SLK  
Mini Cooper  
Nissan 370Z  
**Porsche Boxster**

### Four-seat convertibles

**Audi A5**  
BMW 2 Series  
BMW 4 Series  
BMW 6 Series  
**Chevrolet Camaro\***  
Fiat 500  
Ford Mustang  
Infiniti Q60  
Mercedes-Benz E-Class  
Mini Cooper  
**Porsche 911**  
**Volkswagen Eos**

### WAGONS

**Audi Allroad**  
BMW 3 Series  
Fiat 500L  
Ford C-MAX  
Ford Transit Connect  
Honda Crosstour  
**Kia Soul**  
Mazda5  
Mini Cooper  
**Mercedes-Benz E-Class**  
**Scion xB**  
**Subaru Impreza**  
**Subaru Outback**  
Toyota Prius V  
**Toyota Venza**  
Volvo V60  
**Volvo XC70**

### MINIVANS

Chrysler Town & Country  
Dodge Grand Caravan  
**Honda Odyssey**  
Kia Sedona  
Mazda5  
Nissan Quest  
**Toyota Sienna**

### SPORT-UTILITY VEHICLES

#### Small

**Acura RDX**  
Audi Q3  
**Audi Q5**  
**BMW X1**  
**BMW X3**  
BMW X4  
Buick Encore

Chevrolet Trax  
Ford Escape  
**Honda CR-V**  
Hyundai Tucson  
Infiniti QX50  
Jeep Compass  
Jeep Cherokee  
Jeep Renegade  
Jeep Patriot  
Jeep Wrangler  
Kia Sportage  
Land Rover Discovery Sport  
Land Rover Range Rover Evoque  
Lexus NX  
Lincoln MKC  
**Mazda CX-5**  
Mercedes-Benz GLA  
**Mercedes-Benz GLK**  
Mini Cooper Countryman  
Mini Paceman  
Mitsubishi Outlander  
Mitsubishi Outlander Sport  
Nissan Juke  
**Nissan Rogue**  
Nissan Xterra  
Porsche Macan  
**Subaru Forester**  
**Subaru XV Crosstrek**  
Toyota RAV4  
**Volkswagen Tiguan**  
**Volvo XC60**

#### Midsize

**Acura MDX**  
Audi Q7  
**BMW X5**  
BMW X6  
Cadillac SRX  
Chevrolet Equinox  
Dodge Journey  
Ford Edge  
Ford Explorer  
GMC Terrain  
Honda Pilot  
**Hyundai Santa Fe**  
**Hyundai Santa Fe Sport**  
Infiniti QX60  
Infiniti QX70  
Jeep Grand Cherokee  
Kia Sorento  
Land Rover LR4  
Land Rover Range Rover  
Land Rover Range Rover Sport  
**Lexus GX**  
**Lexus RX**  
Lincoln MKT  
Lincoln MKX  
Mazda CX-9  
Mercedes-Benz M-Class  
Nissan Murano  
Nissan Pathfinder  
**Porsche Cayenne**  
Tesla Model X  
Toyota 4Runner  
**Toyota Highlander**  
**Toyota Venza**  
**Volkswagen Touareg**  
Volvo XC90

#### Large

**Buick Enclave**



Cadillac Escalade  
Chevrolet Suburban  
Chevrolet Tahoe  
**Chevrolet Traverse**  
**Dodge Durango**  
Ford Expedition  
**Ford Flex\***  
**GMC Acadia**  
GMC Yukon  
GMC Yukon XL  
**Infiniti QX80**  
Lexus LX  
Lincoln Navigator  
Mercedes-Benz GL-Class  
Nissan Armada  
Toyota Land Cruiser  
Toyota Sequoia

### PICKUP TRUCKS

**Compact**  
Chevrolet Colorado  
GMC Canyon  
**Nissan Frontier**  
Toyota Tacoma  
  
**Full-sized**  
Chevrolet Silverado 1500  
Chevrolet Silverado 2500  
Ford F-150  
Ford F-250  
GMC Sierra 1500  
GMC Sierra 2500  
Nissan Titan  
Ram 1500  
Ram 2500  
Toyota Tundra

### 7-PASSENGER VEHICLES

**Most minivans plus these**  
**Acura MDX**  
Audi Q7  
**BMW X5**  
**Buick Enclave**  
Cadillac Escalade  
Chevrolet Suburban  
Chevrolet Tahoe  
**Chevrolet Traverse**  
**Dodge Durango**  
Dodge Journey  
Ford Expedition  
Ford Explorer





# Vehicle Ratings

**Maybe you've already** narrowed down your new-car shopping list to a few models and want to see how they stack up in different areas. Or perhaps you're diving headfirst into the ocean of choices and want to compare sedans, SUVs, wagons, and more. No matter where you are in the buying process, this section will help you decide.



Nissan Leaf



# Standout models by category

## SEDANS

### Subcompacts and Compacts \$14,000-\$30,000

PROS	CONS
<ul style="list-style-type: none"> <li>• Easy to park, maneuver</li> <li>• Fuel economy</li> <li>• Practical particularly hatchback models</li> <li>• Comfortable accommodations</li> <li>• Space for four people</li> </ul>	<ul style="list-style-type: none"> <li>• Tend to be noisy</li> <li>• Many have done poorly in IIHS narrow-offset crash test</li> <li>• Slow acceleration</li> <li>• Jittery ride</li> </ul>

**PLUG-IN HYBRID**  
Chevrolet Volt  
**SUBCOMPACT CARS**  
Kia Rio  
Nissan Versa  
Note

**COMPACT CARS**  
■ **Best overall**  
Subaru Impreza  
Kia Forte  
Hyundai Elantra  
Mazda3  
■ **Fuel-Efficient Hatchbacks**  
Toyota Prius >  
■ **Fuel-Efficient sedans**  
Volkswagen Jetta TDI

For commuting, running errands, and zipping around town, a small car is often the most practical choice. Most compact cars today have the rear seat space once found in a mid-sized car. Subcompacts usually have room space for two in back.

This category runs from rudimentary economy models to premium cars. Thrifty

models tend to get good fuel economy. But their elevated noise levels can leave your ears ringing even after short drives, and they have limited space for rear passengers and cargo. They usually have small four-cylinder engines, with fuel economy averaging from the mid-20s to mid-30s mpg overall. Some models use turbocharging for more power.



### Mid-sized: \$22,000-\$30,000

PROS	CONS
<ul style="list-style-type: none"> <li>• Good ride</li> <li>• Low noise</li> <li>• Comfortable accommodations</li> <li>• Abundant power</li> <li>• Space for five people</li> <li>• Sharp handling</li> </ul>	<ul style="list-style-type: none"> <li>• Some have complicated controls</li> <li>• Restricted visibility in some</li> <li>• Limited cargo flexibility</li> </ul>

■ **Best overall**  
Subaru Legacy  
Honda Accord  
Toyota Camry  
■ **Best fuel economy**  
Toyota Camry Hybrid  
Honda Accord Hybrid  
Ford Fusion Hybrid  
Volkswagen Passat TDI >  
Mazda6  
Honda Accord (4-cyl.)

Mid-sized sedans provide the best balance of performance, fuel economy, comfort, practicality, and affordability. Typically, base models have a four-cylinder engine under hood, while higher trims come with a stronger engine, either a V6 or turbocharged four.

It's common for a fully-loaded mainstream sedan to approach luxury levels of price and

features, which accounts for the large price spread between base and high-trim versions. While all sedans are capable of seating five passengers, the center rear perch is often no place for an adult to spend much time. Most have rear seatbacks that fold down to expand cargo room, but check in advance to see if the space fits your needs.



### Large: \$35,000-\$40,000

PROS	CONS
<ul style="list-style-type: none"> <li>• Interior space</li> <li>• Comfortable seats</li> <li>• Composed ride</li> <li>• Large trunk</li> </ul>	<ul style="list-style-type: none"> <li>• Hard to park</li> <li>• Lack agility</li> <li>• Mediocre fuel economy</li> </ul>

■ **Best overall**  
Chevrolet Impala >  
Kia Cadenza  
Toyota Avalon  
Hyundai Azera

If you want extra stretch-out room, especially to accommodate rear-seat passengers, a large sedan capably fits the bill.

These cars emphasize comfort rather than sharp handling. Fuel economy is usually so-so, with 22 mpg overall typical for the class.

As a class, large sedans usually come loaded with features. They have plushly appointed cabins and abundant storage space. A spacious, luggage-swallowing trunk is almost always a given, but many big cars don't offer fold-down rear seatbacks.



## Luxury sedans

**Compact: \$35,000-\$45,000,**

**Mid-sized: \$40,000-\$60,000**

**Large: \$70,000-\$95,000**

PROS	CONS
<ul style="list-style-type: none"> <li>• Comfort</li> <li>• Quietness</li> <li>• Power</li> <li>• Handling</li> <li>• Accommodations</li> <li>• Advanced safety systems</li> </ul>	<ul style="list-style-type: none"> <li>• Fuel economy</li> <li>• Expensive to maintain</li> <li>• Complex and distracting controls</li> <li>• Tight rear seats in some models</li> </ul>

### COMPACT

■ **Great value**  
Buick Regal >

■ **Sporty**  
BMW 328d xDrive

### MIDSIZED

Audi A6 (3.0T)  
Infiniti Q70 (V6)  
Audi A7 3.0 TDI  
Mercedes-Benz E350  
Cadillac CTS

■ **Great value**  
Lexus ES 350  
Lincoln MKZ 2.0  
EcoBoost

■ **Fuel-efficient**  
Tesla Model S  
Lexus ES 300h  
Lincoln MKZ  
Hybrid

### LARGE

Lexus LS 460L  
Hyundai Equus  
Signature

Luxury-branded cars promise more of everything than mainstream brands do: comfort, quietness, power accessories, safety gear, and panache. All of which comes wrapped in richer, more-supple interior materials.

Engine choices range from small turbo four-cylinders up to, and sometimes beyond, powerful V8s. Smaller versions have impressive fuel economy, but mileage tends to go down as you move up in size. Many require premium fuel to boot. But there are some hybrids, electrics, and diesels on the market.

One common gripe is these models often have an over-complicated control setup for the infotainment and associated in-car electronics. Those systems can be a chore to learn, a continuing distraction even when mastered, and prone to reliability problems.



## SPORTS CARS

**\$30,000-\$50,000**

PROS	CONS
<ul style="list-style-type: none"> <li>• Fast</li> <li>• Fun</li> <li>• Agile</li> <li>• Stylish</li> </ul>	<ul style="list-style-type: none"> <li>• Impractical</li> <li>• Cramped</li> <li>• Noisy</li> <li>• Expensive to insure</li> </ul>

### SPORTS CARS

Porsche 911  
Chevrolet Corvette >

### ROADSTERS

Mazda MX-5 Miata  
Porsche Boxster

### FOUR-SEAT CONVERTIBLE

Audi A5  
Volkswagen Eos

We have yet to come across a definition for “sports car” that everyone can agree on.

The classic design is a compact, rear-wheel-drive, open-top roadster or fixed-roof coupe, but some four-door sedans undoubtedly qualify. So do some front- and all-wheel-drive cars, as do big American-style muscle cars. The best of the breed allow enthusiast drivers to demonstrate their driving skill to the utmost. Other contenders merely look the part.



## WAGONS & MINIVANS

**Minivans: \$35,000-\$40,000**

**Wagons: \$25,000-\$40,000**

PROS	CONS
<ul style="list-style-type: none"> <li>• Seven or eight seats</li> <li>• Abundant luggage or cargo space</li> <li>• Composed ride</li> <li>• Decent handling</li> <li>• Quietness</li> </ul>	<ul style="list-style-type: none"> <li>• Mediocre fuel economy</li> <li>• No street cred</li> <li>• Few minivans offer all-wheel drive</li> </ul>

### WAGONS

■ **All-wheel drive**  
Subaru Outback  
Audi Allroad  
Volvo XC70 >

### MINIVANS

Honda Odyssey >  
Toyota Sienna

Minivans get a bad rap. Widely scorned as trite emblems of boring suburbia, minivans are actually a better bet than an SUV on several grounds. With comfortable seating for five, and room for seven or eight in a pinch, minivans are not only great for hauling a passel of kids but also unbeatable at schlepping mountains of cargo.

The better vans are also quiet, comfortable, and reasonably agile. Only one, the Toyota Sienna, currently offers all-wheel drive.

Wagons are a small niche market these days but can be an excellent alternative for people who want the handiness of a small-to-medium sized SUV without the high step-up and bulkiness most SUVs bring with them.





## SUVs

The SUV is the de facto all-American car, thanks to its versatility, passenger space, available all-wheel drive, and ever-growing list of convenience and safety features.

The best small SUVs do all of this while handling well and returning fairly good, if not stellar, fuel economy. Many are kid-friendly, meaning they are easy to get in or out from and have plenty of storage nooks.

Moving up to a midsize or large SUV brings more room, third-row seats, large cargo areas, and strong engines. But fuel economy suffers and the largest, strongest models can quickly get expensive. If you often carry seven or eight and don't have to tow, a minivan is often a better choice.

Luxury SUVs double-down on the comforts and features to appeal to buyers

who want a more posh driving experience. Small models are more AWD wagon than off-road ready truck, and most have snug rear seats and stingy cargo space. Midsize and large SUVs add in more and better creature comforts, and high-tech infotainment and safety gear. Fuel economy isn't often a high point, and the largest models can be a bit ungainly.

### Small \$25,000-\$35,000

#### PROS

- Versatility
- Easy to park
- Agility

#### CONS

- Noisy
- Stiff ride
- Mediocre fuel economy

#### SMALL

Subaru Forester  
Honda CR-V  
Volkswagen Tiguan  
Nissan Rogue  
Mazda CX-5 (2.5)  
Subaru XV  
Crosstrek



### Midsize \$30,000-\$40,000 Large \$40,000-\$60,000

#### PROS

- Good interior and cargo space
- Ample power
- Composed ride
- Cabin quietness
- Third-row seat in some

#### CONS

- High selling price
- Mediocre fuel economy
- Handling can be clumsy

#### MIDSIZED

- **Three row**  
Toyota Highlander >  
Hyundai Santa Fe
- **If two rows will do**  
Toyota Venza  
Hyundai Santa Fe Sport

- **Fuel-Efficient**  
Toyota Highlander Hybrid

#### LARGE

- **Family-friendly**  
Chevrolet Traverse  
GMC Acadia  
Ford Flex >
- **To tow and haul**  
Dodge Durango



### Luxury compact \$35,000-\$45,000

#### PROS

- Plush and quiet
- Agile
- Quick
- Advanced safety features

#### CONS

- Ride
- Tight rear seat
- Complicated controls
- High price

#### COMPACT

BMW X3  
Mercedes-Benz GLK350  
Audi Q5 2.0T  
Acura RDX >  
BMW X1



### Luxury midsize \$45,000-\$55,000 Luxury large \$60,000-\$80,000

#### PROS

- Plush accommodations
- Generous interior space
- Cutting-edge technology
- Cabin quietness

#### CONS

- So-so fuel economy
- Spotty reliability
- Costly options packages
- Expensive to maintain

#### MIDSIZED

BMW X5 >  
Lexus RX  
Acura MDX

- **Sporty**  
Porsche Cayenne

- **Fuel efficient**  
Lexus RX Hybrid  
Volkswagen Touareg TDI

#### LARGE

Buick Enclave



## PICKUP TRUCKS

Modern pickups can be as full-featured and as quiet inside as luxury cars and the popular full-sized (half-ton) pickups can cost as much as one. Endless permutations of cab and bed and engine choices make them infinitely adaptable for both work-related and family-car needs.

#### PROS

- Unbeatable hauling and towing capacities
- Versatility

#### CONS

- Fuel thirsty
- Bulky size
- Exposed cargo area
- High cost

- **Best overall**  
Nissan Frontier






Chevrolet Volt

## Key to the Ratings

The vehicles are divided by category and ranked according to their overall test scores. Some models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alternatives to those in a specific category.

**Recommended vehicles.** These are vehicles that meet CONSUMER REPORTS' stringent testing, reliability, and safety standards.

To earn our Recommendation, noted with , vehicles must perform well in our

testing; have average or better reliability; and perform adequately if included in a government or industry safety test. In addition, pickups and SUVs must not have tipped up in the government's rollover test, if evaluated.

## Guide to the charts

The Insurance Institute for Highway Safety (IIHS) has strengthened its crash-test requirements by adding a new narrow-offset frontal crash test. This has resulted in some models that performed poorly in the test losing their CR recommendation. Turn to the Safety charts (page 190) for more information.

➤ **Price as tested** is the sticker price at the time of purchase of our test vehicle, including an automatic transmission (unless otherwise noted) and typical equipment.

➤ **Overall road-test score** is based on results from more than 50 tests and evaluations.

➤ **Survey results** include **predicted reliability**, our forecast of how well a new car will likely hold up based on its recent history from our 2014 Annual Auto Survey. We might make a prediction for a redesigned or new model if the vehicle or its manufacturer has

a consistently outstanding track record. The survey also includes **owner satisfaction**, which is based on the percentage of subscribers who say they would definitely buy or lease their vehicle again. A newly introduced model without any data is identified as "new." A model that lacks sufficient data for either category is identified with "NA."

➤ **Cost per mile** is an estimate of the five-year projected cost per mile to own a vehicle, including depreciation, interest, insurance, fuel, maintenance and repair, and sales tax.

➤ **Fuel economy** is the overall mileage a vehicle achieved based on results from several fuel-economy tests, reflecting a realistic mix of city and highway driving.

➤ **Highs and lows** give a quick summary of a model's notable strengths and weaknesses.

## Why some vehicles are not in the Ratings

The following models have been redesigned or extensively freshened since our last test. Most are scheduled to be included in future road tests: Cadillac Escalade; Dodge SRT Viper; Ford

Expedition, F-150, and Mustang; Kia Sedona; Lincoln MKT and Navigator; Nissan Murano; Subaru WRX STI; Volkswagen Beetle; Volvo S80 and XC90.



Honda Fit



Kia Rio

Recommended
 Better
 Worse

Rec.	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
			0 100 P   F   G   V   E	Predicted reliability Owner satisfaction	Cost per mile	Overall MPG		

### ELECTRIC CARS/PLUG-IN HYBRIDS

	<b>Tesla Model S</b> (base, 85 kWh)	\$89,650	<b>99</b>			NA	84 <sup>1</sup>	Energy efficiency, acceleration, quietness, ride, handling, easy-to-use touchscreen, luggage capacity, fit and finish, optional third-seat.	Limited range, access, visibility, controls.
	<b>Ford C-Max Energi</b>	34,940	<b>77</b>			NA	94 <sup>1</sup> /37 <sup>2</sup>	Maximizes electric mode, fuel economy, ride, handling, quietness, access.	Reliability, complicated infotainment system, grabby brakes, battery robs cargo area, expensive to get rear camera.
	<b>Ford Focus Electric</b>	40,990	<b>72</b>	NA	NA	NA	107 <sup>1</sup>	Fun to drive, handling, ride, instant power delivery, quietness.	Touchy throttle and brake pedal, battery takes up trunk space, rear seat, MyFord Touch controls, limited range.
	<b>Nissan Leaf SL</b>	35,430	<b>71</b>			NA	106 <sup>1</sup>	Running costs, ride, instant power delivery, quietness, access, turning circle.	Poor IIHS small overlap crash-test results, limited range, high-pitched whine, no telescoping wheel, agility.
	<b>Toyota Prius Plug-in Advanced</b>	35,890	<b>69</b>			0.56	67 <sup>1</sup> /43 <sup>2</sup>	Fuel economy, rear seat, access, IIHS crash-test results, reliability.	Agility, fit and finish, rear visibility, not entirely electric in EV mode.
	<b>Chevrolet Volt</b>	43,700	<b>68</b>			NA	99 <sup>1</sup> /32 <sup>2</sup>	Fuel economy, quiet, instant acceleration in electric mode, not limited in range.	Visibility, controls, seats only four, narrow driving position, cold weather impact on electric range.
	<b>Mitsubishi i-MiEV SE</b>	33,630	<b>35</b>	NA	NA	NA	111 <sup>1</sup>	Low energy consumption, parking ease, turning circle.	Short range, weak heat, acceleration, ride, agility, driving position, Spartan interior, complicated radio.

### CARS: SUBCOMPACT

	<b>Hyundai Accent SE</b> (hatchback, MT)	\$16,695	<b>68</b>			\$0.48	32	Fuel economy, secure handling, controls, long warranty.	Poor IIHS small overlap crash-test results, ride, noise, rear visibility.
	<b>Ford Fiesta SES</b> (hatchback, MT)	17,795	<b>67</b>			0.48	32	Handling, ride, noise, fuel economy, turning circle.	Subpar reliability, acceleration, rear seat, some controls, rear visibility.
	<b>Honda Fit EX</b>	19,025	<b>67</b>	new	new	0.45	33	Fuel economy, interior room and versatility, handling, access, standard rear camera.	Ride, noise, confusing audio system.
	<b>Chevrolet Sonic LT (1.8L)</b>	17,290	<b>66</b>			0.47	28	Braking, trunk, quick and quiet for class.	Reliability, fuel economy, darty steering, narrow driving position, seat comfort.
	<b>Ford Fiesta SE (3-cyl., MT)</b>	18,720	<b>66</b>	NA	NA	0.44	35	Handling, braking, ride, noise, fuel economy, turning circle.	Controls, rear seat, rear visibility, narrow power band, relatively expensive.
	<b>Hyundai Accent GLS</b>	16,050	<b>65</b>			0.48	31	Fuel economy, transmission, secure handling, controls, long warranty.	Poor IIHS small overlap crash-test results, ride, noise.
	<b>Ford Fiesta SE</b>	16,595	<b>65</b>			0.46	33	Handling, ride, noise, fuel economy, turning circle.	Subpar reliability, acceleration, braking, rear seat, some controls.
	<b>Mazda2 Sport (MT)</b>	14,770	<b>64</b>	NA		0.42	33	Handling, fuel economy, shifter, turning circle.	Acceleration, ride, road noise, front-seat comfort.
	<b>Kia Rio EX</b>	17,275	<b>64</b>			0.50	30	Transmission, controls, equipment levels.	Ride, noise.
	<b>Mazda2 Touring</b>	17,075	<b>62</b>	NA		0.47	30	Handling, turning circle.	Acceleration, ride, road noise, front-seat comfort.
	<b>Kia Rio EX (hatchback)</b>	17,475	<b>62</b>			0.51	29	Transmission, controls, equipment levels.	Ride, noise, rear visibility, fuel economy for class.
	<b>Nissan Versa Note SV</b>	17,495	<b>61</b>			0.48	31	Space, access, versatility, fuel economy, controls.	Driving position, unsupportive front seats, acceleration, quirky CVT.
	<b>Chevrolet Sonic LTZ</b> (hatchback, 1.4T, MT)	19,870	<b>60</b>			0.50	30	Braking, quick and quiet for class.	Reliability, so-so fuel economy, manual gear ratios and shifter, narrow driving position, seat comfort, rear visibility.

<sup>1</sup> Miles-per-gallon equivalent (MPGe). <sup>2</sup> Miles-per-gallon when running on gas.



	Make & model	Price as tested	Overall road-test score	Survey results		Owner cost	Fuel economy	Highs	Lows
Rec.			0 100 P   F   G   V   G   E	Predicted reliability	Owner satisfaction	Cost per mile	Overall MPG		

**CARS: SUBCOMPACT** continued

	Nissan Versa SV (sedan)	\$15,490	56	○	●	\$0.45	32	Fuel economy, rear seat, trunk.	Handling, engine noise, front-seat comfort, fit and finish, IIHS small overlap crash-test results.
	Toyota Prius C Two	20,850	55	●	●	0.40	43	Fuel economy, smooth transmission, turning circle, relatively roomy rear seat for two, reliability.	Acceleration, ride, noise, driving position, rear visibility, fit and finish, IIHS small overlap crash-test results.
	Toyota Yaris LE	17,290	47	●	●	0.44	32	Fuel economy, roomy rear seat, turning circle, reliability.	Noise, ride, agility, driving position, front-seat comfort, fit and finish, radio controls, rear visibility.
	Chevrolet Spark 1LT	15,820	42	NA	○	0.44	31	Braking, access, relatively roomy, IIHS crash-test results.	Acceleration, transmission, ride, noise, agility, front-seat comfort, complicated radio.
	Scion iQ	16,205	36	NA	NA	0.42	34	Fuel economy, turning circle, transmission, front access, rear seat adds flexibility.	Ride, noise, acceleration, steering, driving position, fit and finish, radio controls, blind spots, tiny rear seat.
	Mitsubishi Mirage ES	16,050	29	NA	NA	0.48	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Poor IIHS small overlap crash-test results, handling, noise, vibration, acceleration, feels cheap and insubstantial.
	Smart ForTwo Passion	15,355	25	NA	●	0.43	39	Fuel economy, ease of parking, turning circle, access.	Transmission, acceleration, ride, agility, noise, seats only two, premium fuel.

**CARS: SMALL 2-DOOR**

	Mini Cooper (base)	\$27,400	68	NA	NA	\$0.54	31	Handling, fuel economy, thick option list allows personalization.	Rear seat, some controls, expensive rear camera, gets pricey, 3-cylinder a bit gruff, premium fuel.
	Hyundai Veloster (base, MT)	20,340	67	●	●	0.53	31	Handling, fuel economy, extra door, turning circle, long warranty.	Subpar reliability, ride, noise, lacks low-end torque, rear visibility, rear seat.
	Honda CR-Z EX (MT)	21,510	54	NA	●	0.47	35	Fuel economy, shifter, turning circle, cargo flexibility.	Only two seats, noise, ride, visibility, access, AC shut-off at stop.
	Fiat 500 Sport (MT)	18,600	54	●	○	0.48	33	Handling, shifter, fuel economy, front access.	Reliability, acceleration, ride, noise, seats, driving position, controls, poor IIHS small overlap crash-test results.
	Fiat 500C Pop (MT)	21,000	52	●	○	0.51	34	Fuel economy, agility, shifter, front access, clever top design.	Subpar reliability, acceleration, ride, driving position, front-seat comfort, rear visibility, trunk.
	Scion tC	21,130	44	NA	NA	0.55	27	Relatively roomy rear seat and cargo area, hatchback versatility, IIHS crash-test results.	Ride, noise, visibility, lackluster handling, cheap interior, no rear wiper.

**CARS: COMPACT**

	Volkswagen Golf SE	\$25,315	82	new	●	\$0.56	28	Ride, handling, quietness, braking, easy infotainment system, hatchback versatility.	No standard USB port, a bit pricey.
✓	Subaru Impreza Premium	21,345	79	●	○	0.54	27	Ride, fuel economy for AWD, rear seat, visibility, controls, IIHS crash-test results.	Noise, excessive engine braking with CVT.
✓	Kia Forte LX (1.8L)	19,570	78	○	●	0.55	28	Ride, braking, controls, relatively roomy rear seat, value.	Agility, low rear seat, so-so fuel economy.
	Ford C-Max Hybrid SE	26,685	77	●	●	0.53	37	Fuel economy, ride, handling, quietness, access, utility.	Subpar reliability, some controls, grabby brakes, small cargo area, expensive to get rear camera.
	Ford Focus SE SFE	21,650	76	●	●	0.54	31	Fuel economy, handling, ride, solid feel, IIHS crash-test results.	Subpar reliability, controls, rear seat.
✓	Subaru Impreza Sport Premium (hatchback)	22,345	76	●	○	0.53	26	Ride, handling, braking, fuel economy for AWD, rear seat, visibility, controls, IIHS crash-test results.	Noise, excessive engine braking with CVT.
✓	Toyota Prius Four	29,230	75	●	●	0.49	44	Fuel economy, transmission, rear seat, access, turning circle, reliability, IIHS crash-test results.	Agility, rear visibility, fit and finish.
	Volkswagen Jetta Hybrid SE	28,055	75	NA	○	0.51	37	Fuel economy, quietness, ride, transmission, roomy rear seat.	Touchy brake pedal, small trunk, can roll back on hills, premium fuel.
✓	Hyundai Elantra SE (1.8L)	19,410	75	●	○	0.51	29	Fuel economy, ride, handling, transmission, rear seat, value, IIHS crash-test results, long warranty.	Road noise.
✓	Kia Soul Plus	24,115	74	●	○	0.63	26	Handy size, inexpensive upscale features, access, controls, braking, IIHS crash-test results.	Stiff ride, limited cargo room with rear seat up.
	Toyota Prius V Three	28,217	73	●	●	0.48	41	Fuel economy, transmission, rear seat, access, cargo room, ride, reliability.	IIHS small overlap crash-test results, acceleration, agility, engine noise, complicated radio.
✓	Mazda3 i Grand Touring (hatchback, 2.0L, MT)	24,040	73	●	●	0.55	32	Handling, fuel economy, transmission, high-end options, IIHS crash-test results.	Ride, noise, rear seat, visibility, relatively pricey.
✓	Volkswagen Jetta TDI*	25,100	72	○	●	0.49	34	Fuel economy, agility, trunk space, rear seat.	Ride, ESC slow to react.



Volkswagen Golf



Subaru Legacy

Recommended
 Better
 
 Worse

	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Rec.			0 100 P   F   G   V   E	Predicted reliability Owner satisfaction	Cost per mile	Overall MPG		

#### CARS: COMPACT continued

✓	Mazda3 i Touring (2.0L)	\$21,740	72	●	●	\$0.52	33	Handling, fuel economy, transmission, high-end options, IIHS crash-test results.	Ride, noise, rear seat, relatively pricey.
	Ford Focus SE	20,280	72	●	●	0.53	28	Handling, ride, solid feel, IIHS crash-test results.	Subpar reliability, controls, rear seat.
✓	Toyota Corolla LE Plus	20,652	71	●	●	0.47	32	Ride, fuel economy, interior space, large trunk, secure emergency handling, value.	Lackluster handling, inconsistent interior quality, too easy to turn DRL off.
	Ford Focus SE (hatchback)	22,185	71	●	●	0.56	28	Handling, ride, solid feel, IIHS crash-test results.	Subpar reliability, controls, rear seat.
	Chevrolet Cruze Eco	21,775	71	●	○	0.59	27	Ride, quietness, agility, solid feel, front-seat space.	Subpar reliability, so-so fuel economy, rear seat.
✓	Honda Civic EX	21,880	71	●	○	0.49	30	Fuel economy, powertrain, ride, roomy interior, standard rear camera, IIHS crash-test results, reliability.	Complicated up-level radio, fussy on-board computer.
	Volkswagen Jetta SE (1.8T)	22,610	70	●	○	0.53	30	Agility, acceleration, refined engine, fuel economy, roomy rear seat, large trunk, simple controls, visibility.	Subpar reliability, ride, ESC slow to react, lackluster interior finish.
	Chevrolet Cruze 1LT (1.4T)	20,530	70	●	○	0.57	26	Ride, quietness, agility, solid feel, front-seat space.	Subpar reliability, so-so fuel economy, rear seat.
	Chevrolet Cruze Turbo Diesel	27,300	70	NA	●	0.56	33	Fuel economy, quiet on highway, roomy front cabin, ride.	Diesel clatter, jerky driving at low speeds, rear seat.
	Chevrolet Cruze LS (1.8L)	18,375	69	●	●	0.54	26	Ride, quietness, agility, solid feel, front-seat space.	Subpar reliability, so-so fuel economy, rear seat.
✓	Scion xB	18,360	68	●	○	0.49	23	Access, interior room, rear seat, neat interior details, reliability.	Driving position, dark cabin, visibility, fit and finish, fuel economy.
	Dodge Dart SXT (2.4L)	22,025	68	NA	NA	0.58	27	Handling, braking, easy to use Uconnect screen, IIHS crash-test results.	Engine clatter at idle, seat comfort, fit and finish.
	Hyundai Elantra GT*	20,445	68	●	●	0.55	27	Transmission, controls, lots of features, long warranty.	Ride, noise.
	Honda Civic Hybrid	25,140	65	●	○	0.47	40	Fuel economy, IIHS crash-test results.	Noise, fussy on-board computer.
	Nissan Sentra SV	20,570	65	●	●	0.55	29	Fuel economy, braking, spacious rear seat, access, lots of features for the money.	Subpar reliability, poor IIHS small overlap crash-test results, ride, noise, agility, fit and finish, front-seat comfort.
	Mitsubishi Lancer ES	17,515	62	NA	NA	0.54	25	Agility, steering, controls.	Noise, fit and finish, braking, fuel economy.
	Nissan Cube 1.8S	16,790	60	NA	NA	0.48	28	Space efficiency, access, transmission, turning circle.	Braking, acceleration, agility, noise, fit and finish, headlights, swing-out tailgate.
	Fiat 500L Easy	24,595	50	●	○	0.59	27	Roomy interior, handy size, access.	Reliability, poor IIHS small overlap crash-tests, jerky transmission, stiff ride, touchy brake pedal, front seats, driving position.

#### CARS: MIDSIZED

✓	Subaru Legacy 2.5 Premium	\$24,837	89	●	new	\$0.58	26	Ride, handling, braking, transmission, fuel economy, visibility, affordable AWD, IIHS crash-test results.	Clock and outside temperature display too small.
✓	Toyota Camry Hybrid XLE	29,052	86	●	●	0.52	38	Fuel economy, ride, powertrain, interior room, reliability, IIHS crash-test results.	Too easy to turn off DRLs.
✓	Toyota Camry XLE (V6)	32,603	85	●	○	0.65	26	Ride, fuel economy, powertrain, interior room, acceleration, IIHS crash-test results.	Too easy to turn off DRLs.
✓	Honda Accord LX (4-cyl.)	23,270	85	●	●	0.53	30	Fuel economy, drivetrain, handling, roomy interior, visibility, driving position, controls, lots of features, IIHS crash-test results.	Complicated optional radio, ride a bit choppy.

<sup>1</sup> Miles-per-gallon equivalent (MPGe). <sup>2</sup> Miles-per-gallon running on gas engine.

\*Powertrain has changed since last test.



Chevrolet Impala



Ford Fusion

	Make & model	Price as tested	Overall road-test score	Survey results		Owner cost	Fuel economy	Highs	Lows
Rec.			0 100 P   F   G   V   E	Predicted reliability	Owner satisfaction	Cost per mile	Overall MPG		

## CARS: MIDSIZED continued

✓	Chevrolet Malibu 2LTZ (2.0T)	\$33,865	85	○	○	\$0.70	24	Ride, quietness, controls, transmission, braking, straightforward infotainment system, IIHS crash-test results.	Rear seat.
✓	Honda Accord EX-L (V6)	30,860	84	○	●	0.65	26	Fuel economy, drivetrain, handling, roomy interior, visibility, driving position, controls, lots of features, IIHS crash-test results.	Complicated optional radio, ride a bit choppy.
✓	Toyota Camry LE (4-cyl.)	23,830	84	●	○	0.53	27	Fuel economy, ride, powertrain, interior room, IIHS crash-test results, reliability.	Too easy to turn off DRLs.
✓	Volkswagen Passat SE (1.8T)	27,485	82	●	○	0.62	28	Interior room, rear seat, trunk, access, agility, braking, fuel economy, reliability.	Slow-acting stability control, automatic climate control is pricey, transmission is unrefined at low speeds.
✓	Ford Fusion SE (1.5T)	27,720	81	●	○	0.63	24	Agility, ride, quietness, fun to drive, braking, styling, IIHS crash-test results.	Visibility, slightly snug cabin, small trunk opening.
✓	Chevrolet Malibu 1LT (2.5L)	26,030	81	○	○	0.58	26	Ride, quietness, controls, transmission, fuel economy, straightforward infotainment system, IIHS crash-test results.	Rear seat.
	Nissan Altima 3.5 SL	31,610	80	●	●	0.69	24	Acceleration, roomy interior, controls, IIHS crash-test results.	Subpar reliability, agility, ride.
✓	Ford Fusion SE Hybrid	28,290	80	○	●	0.55	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain, styling, IIHS crash-test results.	Visibility, touchy brakes, slightly snug cabin, small trunk opening.
✓	Mazda6 Sport	23,590	79	●	●	0.55	32	Fuel economy, agility, transmission, IIHS crash-test results, reliability.	Noise, ride, snug interior, low dash vents, Sport trim lacks power seat.
	Volkswagen Passat SEL Premium (V6)	33,720	79	NA	●	0.75	23	Ride, handling, acceleration, interior room, rear seat, access, IIHS crash-test results.	Premium fuel, slow touch-screen controls.
✓	Ford Fusion Titanium (2.0T)	33,180	78	○	●	0.72	22	Agility, ride, quietness, fun to drive, braking, styling, IIHS crash-test results.	MyFord Touch controls, fuel economy, visibility, slightly snug cabin, trunk opening.
✓	Kia Optima SX (2.0T)	29,050	78	○	●	0.69	24	Acceleration, handling, transmission, controls, feature content, IIHS crash-tests.	Road noise, low rear seat, rear visibility.
	Hyundai Sonata SE (2.4L)	23,315	78	new	new	0.56	28	Spacious rear seat, ride, controls, value, long warranty.	Braking, cornering grip, too easy to turn off DRLs.
✓	Volkswagen Passat TDI SE*	28,665	77	○	●	0.52	37	Fuel economy, ride, interior room, rear seat, access, IIHS crash-test results.	Acceleration, transmission unrefined at low speeds.
	Nissan Altima 2.5 S	23,410	77	●	●	0.54	31	Fuel economy, roomy interior, controls, IIHS crash-test results.	Subpar reliability, agility, driver's seat lumbar support, no USB port.
✓	Honda Accord Hybrid	29,945	77	●	●	0.53	40	Fuel economy, hybrid drivetrain, roomy interior, visibility, driving position, lots of features, IIHS crash-test results.	Choppy ride, complicated trip computer and infotainment system, hybrid engine moans when revved, limited trunk.
✓	Kia Optima LX (2.4)	21,885	77	○	○	0.58	25	Secure handling, transmission, controls, IIHS crash-test results.	Road noise, low rear seat, rear visibility.
	Chrysler 200 C (V6)	33,620	66	new	new	0.74	25	Powerful V6, controls, IIHS crash-test results.	Visibility, access, handling, ride, rear head room.
	Hyundai Sonata Hybrid	26,695	65	○	○	0.54	33	Fuel economy, controls, long warranty.	Driveability, braking, on-limit handling, road noise.
	Chrysler 200 Limited (4-cyl.)	25,790	63	new	new	0.60	30	Fuel economy, controls, IIHS crash-test results.	Visibility, access, handling, touchy brakes, ride, engine noise, under-powered, rear head room.

## CARS: LARGE

✓	Chevrolet Impala 2LTZ (3.6)	\$39,110	91	○	●	\$0.79	22	Ride, handling, braking, quietness, spacious cabin and trunk, advanced safety features.	Rear visibility.
	Chevrolet SS	47,170	87	NA	NA	0.98	17	Acceleration, handling, braking, exhaust note, interior room, controls, standard features.	Fuel-thirsty, no exterior trunk release, summer tires are unusable in snow.
	Chrysler 300 (base, V6)	38,335	83	●	●	0.79	22	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Subpar reliability, fussy shifter, headlights.



	Make & model	Price as tested	Overall road-test score	Survey results		Owner cost	Fuel economy	Highs	Lows
Rec.			0 100 P   F   G   VG   E	Predicted reliability	Owner satisfaction	Cost per mile	Overall MPG		

#### CARS: LARGE continued

✓	Kia Cadenza	\$39,030	83	●	●	\$0.83	22	Roomy interior, simple controls, fit and finish, quietness, powertrain, reliability.	Lacks some features expected for this class.
	Chrysler 300 C*	44,730	82	●	●	0.92	18	Acceleration, ride, quietness, seat comfort, fit and finish.	Subpar reliability, fuel economy, fussy shifter.
✓	Nissan Maxima 3.5 SV	33,700	82	●	○	0.75	22	Acceleration, transmission, front seat.	Rear-seat room, overly light steering at low speeds, headlights.
✓	Toyota Avalon Limited (V6)	40,670	81	○	○	0.78	24	Fuel economy, powertrain, roomy interior, seat comfort, quietness.	Ride, some controls.
✓	Toyota Avalon Hybrid Limited	42,501	80	●	●	0.68	36	Fuel economy, powertrain, roomy interior, seat comfort, quietness.	Ride, some controls, touchy brake pedal.
✓	Buick LaCrosse (Leather, eAssist)	34,935	80	●	●	0.71	26	Fuel economy, ride, quietness, fit and finish, front-seat comfort.	Visibility, tight cockpit, small trunk.
✓	Hyundai Azera	37,185	80	●	○	0.78	23	Quiet and spacious interior, fit and finish, front-seat comfort, standard features, long warranty.	Stiff ride, agility.
	Dodge Charger SXT Plus (V6)	34,510	78	●	●	0.77	22	Transmission, quietness, ride, interior room, feature content.	Subpar reliability, fussy shifter, rear access, awkward door handles.
✓	Buick LaCrosse Premium I (V6)	37,555	76	○	○	0.78	20	Ride, quietness, powertrain, front seat, fit and finish.	Visibility, tight cockpit.
	Ford Taurus Limited (3.5, V6)	37,885	68	○	○	0.78	21	Quietness, trunk space.	MyFord Touch controls, visibility, driving position.

#### CARS: LUXURY COMPACT

✓	BMW 328d xDrive	\$50,475	86	○	●	\$0.85	35	Handling, ride, fuel economy, transmission, front seats, fit and finish, visibility.	Tight rear seat, some controls, diesel-engine noise, pricey options.
	Mercedes-Benz C300 (AWD)	47,560	85	new	new	0.91	26	Ride, handling, acceleration, quietness, fuel economy, front-seat comfort, fit and finish.	Controls, price.
	BMW 328i	43,195	84	●	○	0.80	28	Fuel economy, handling, ride, acceleration, transmission, fit and finish.	Subpar reliability, engine clatter, some controls.
✓	Buick Regal Premium I	34,485	83	●	○	0.71	24	Acceleration, ride, handling, braking, easy-to-use infotainment system.	Rear seat, rear visibility.
	Acura TLX 2.4L	35,920	80	new	new	0.81	27	Powertrain, fuel economy, braking.	Annoying audio controls, lacks panache.
	Volvo S60 T5 Drive-E	35,100	80	new	●	0.73	25	Acceleration, fuel economy, transmission, front-seat comfort, braking, safety equipment, crash-test results.	Ride, rear seat, rear visibility, some controls.
	Cadillac ATS Luxury (turbo)	43,295	79	●	○	0.87	23	Handling, fun to drive, acceleration, braking, fit and finish, front-seat comfort.	Subpar reliability, CUE controls, tight interior, small trunk, turbo lacks refinement, access, fuel economy.
	Volkswagen CC Sport (2.0T)	32,800	78	●	○	0.71	26	Agility, ride, fit and finish, fuel economy.	Subpar reliability, visibility, access, tight rear seat.
	Audi A3 Premium	31,495	77	new	new	0.66	27	Handling, enjoyable to drive, feels solid, braking.	Rear seat, some controls, pricey for size, tepid power off the line, headlights.
	Infiniti Q50 Premium (AWD)	44,855	75	●	●	0.87	21	Acceleration, braking, visibility, relatively roomy cabin, IIHS crash-test results.	Subpar reliability, steering feel, ride, road noise, some controls, restrictive options packages, small trunk.
	Audi A4 Premium Quattro	35,895	74	●	●	0.73	25	Agility, acceleration, transmission, fuel economy, fit and finish.	Poor IIHS small overlap crash-test results, controls, rear seat.
✓	Buick Verano Leather (2.4)	27,750	73	●	○	0.61	24	Quietness, transmission, braking.	Front-seat comfort, tight rear seat, narrow driving position.
	Acura ILX (2.0L)	30,095	72	●	●	0.64	28	Fuel economy, powertrain, controls, reliability.	Road noise, choppy ride, no driver's seat lumbar support, value.
	Lexus CT 200h Premium	32,012	65	●	○	0.62	40	Fuel economy, secure handling, reliability.	Ride, noise, acceleration, snug interior, rear visibility, cargo space.
	Mercedes-Benz CLA250	36,500	64	●	○	0.75	28	Braking, fuel economy, fit and finish.	Subpar reliability, ride, noise, cramped interior, uneven power delivery, visibility, access, small trunk opening.
	Lexus IS250 (AWD)	43,823	58	○	●	0.89	21	Powertrain refinement.	Acceleration, ride, road noise, lackluster handling, fuel economy, driving position, controls, tight quarters, access.

#### LUXURY CONVERTIBLES

✓	Volkswagen Eos Sport	\$35,829	72	○	●	\$0.74	25	Transmission, fuel economy, turning circle, fit and finish, clever sunroof, calm with top down.	Wind and road noise, rear seat, slow initial throttle response.
✓	Audi A5 Premium Plus (2.0T)*	49,300	67	●	●	0.94	22	Handling, steering, transmission, rear seat, top can be operated on the move, fit and finish.	Controls, engine noise.
	Infiniti Q60 (base)	48,715	66	○	○	0.95	20	Acceleration, transmission, handling, fit and finish, front-seat comfort.	Ride, tire noise, rear seat, trunk space, body shake with top down.

\*Powertrain has changed since last test.

# VEHICLE RATINGS

	Make & model	Price as tested	Overall road-test score	Survey results		Owner cost	Fuel economy	Highs	Lows
Rec.			0 100 P   F   G   V   E	Predicted reliability	Owner satisfaction	Cost per mile	Overall MPG		

## CARS: LUXURY MIDSIZED

	<b>Mercedes-Benz E250 BlueTec (AWD)</b>	\$62,980	<b>93</b>	NA	●	\$1.09	30	Fuel economy, ride, handling, quietness, seat comfort, fit and finish, visibility, IIHS crash-test results.	Backup camera is off when radio is off, acceleration from a stop can be slow.
✓	<b>Audi A6</b> 3.0 Premium Plus Quattro	56,295	<b>90</b>	○	●	1.05	22	Powertrain, handling, ride, quietness, fuel economy, front-seat comfort, fit and finish, high-tech features.	Controls, turning circle.
✓	<b>Infiniti Q70</b> (V6)	53,825	<b>90</b>	●	○	1.01	21	Acceleration, transmission, agility, braking, fit and finish.	Busy dashboard, overbearing electronic safety aids.
✓	<b>Audi A7</b> 3.0 TDI	70,895	<b>90</b>	○	●	1.22	28	Powertrain, handling, ride, quietness, fuel economy, front-seat comfort, fit and finish, high-tech features.	Controls, turning circle.
	<b>Hyundai Genesis 3.8 (AWD)</b>	52,450	<b>89</b>	new	●	1.01	20	Ride, braking, quietness, slick powertrain, plush interior, long warranty, value.	Overzealous lane-keeping assist.
✓	<b>Mercedes-Benz E350</b>	57,965	<b>86</b>	●	●	1.11	21	Acceleration, quietness, ride, handling, front-seat comfort, fit and finish, IIHS crash-test results.	Backup camera is off when radio is off.
✓	<b>Lincoln MKZ</b> 2.0 EcoBoost	41,365	<b>84</b>	○	●	0.82	23	Handling, ride, quietness, IIHS crash-test results.	Controls, visibility, snug interior, hidden exterior trunk release.
✓	<b>Lincoln MKZ</b> Hybrid	41,915	<b>83</b>	○	●	0.78	34	Handling, ride, quietness, fuel economy, IIHS crash-test results.	Controls, visibility, snug interior, hidden exterior trunk release.
	<b>Infiniti Q70</b> Hybrid	58,655	<b>83</b>	NA	NA	1.04	25	Fuel economy, acceleration, fit and finish.	Abrupt transition between electric and gas modes, touchy brake pedal, trunk.
✓	<b>Lexus GS</b> 350	58,858	<b>83</b>	●	●	1.10	21	Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability.	Fussy controls.
	<b>Cadillac XTS</b> Premium	57,200	<b>82</b>	●	○	1.12	22	Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission.	Subpar reliability, frustrating CUE control interface, ride not plush enough, visibility, small trunk opening.
✓	<b>Cadillac CTS</b> Luxury (V6, AWD)	58,780	<b>81</b>	●	●	1.10	21	Agility, fun to drive, front seats, plush interior, braking, styling.	Complicated CUE controls, rear seat, trunk, drivetrain refinement.
✓	<b>BMW 535i</b>	58,375	<b>81</b>	○	●	1.06	23	Powertrain, fuel economy, acceleration, ride, quietness, fit and finish, front-seat.	Disappointing handling, controls.
✓	<b>Hyundai Equus</b> Signature*	58,900	<b>80</b>	●	●	1.12	19	Powertrain, quietness, fit and finish, seat comfort, long warranty.	Agility, steering, on-limit handling, radio controls.
	<b>Jaguar XF</b> 3.0 (AWD)	59,645	<b>80</b>	NA	●	1.17	21	Handling, steering, acceleration, braking, quietness, styling.	Controls, tight quarters, rear access, visibility.
✓	<b>Lexus ES</b> 350	43,702	<b>78</b>	●	●	0.81	25	Acceleration, fuel economy, drivetrain, quietness, front-seat comfort, reliability.	Lackluster handling, controls.
✓	<b>Lexus ES</b> 300h	44,017	<b>77</b>	●	●	0.69	36	Fuel economy, hybrid drivetrain, quietness, front-seat comfort, reliability.	Lackluster handling, controls, touchy brake pedal.
	<b>Acura RLX</b> Tech	55,345	<b>75</b>	○	●	1.03	23	Spacious and plush interior, seat comfort, fuel economy, braking, IIHS crash-test results.	Ride, agility, complicated controls, suspension noise.
	<b>Lincoln MKS</b> (base, 3.7)	50,070	<b>65</b>	●	○	0.98	20	Quietness, rear-seat room, fit and finish.	Reliability, frustrating controls, uncomfortable ride, transmission, narrow cockpit, visibility, turning circle, small trunk opening.

## CARS: ULTRA LUXURY

✓	<b>Tesla Model S</b> (base, 85 kWh)	\$89,650	<b>99</b>	○	●	NA	84 <sup>1</sup>	Energy efficiency, acceleration, quietness, ride, handling, easy-to-use touchscreen, luggage capacity, fit and finish, optional third-seat.	Limited range, access, visibility, controls.
	<b>Mercedes-Benz S550</b> (AWD)	114,475	<b>96</b>	●	●	\$2.01	18	Very comfortable ride, quietness, acceleration, braking, interior room, seat comfort, fit and finish, active safety technologies.	Subpar reliability, complicated and distracting controls, price.
	<b>Audi A8</b> L*	91,275	<b>91</b>	NA	●	1.63	21	Handling, acceleration, transmission, braking, seat comfort, quietness, fit and finish, fuel economy, high-tech features.	Controls, headlights, small trunk.
✓	<b>Lexus LS</b> 460L	82,504	<b>89</b>	●	●	1.30	21	Acceleration, ride, powertrain, fuel economy, quietness, interior room, fit and finish, seat comfort, reliability.	Agility, fussy controls.
	<b>Jaguar XJL</b> Portfolio*	81,575	<b>82</b>	NA	●	1.54	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Trunk, some controls, accessing the low cabin, rear visibility.
	<b>Porsche Panamera</b> S*	105,110	<b>81</b>	NA	●	1.73	20	Handling, steering, braking, acceleration, transmission, fit and finish, headlights, hatchback versatility.	Visibility, controls, access, seats only four.
	<b>BMW 750Li</b> *	97,525	<b>80</b>	○	○	1.75	18	Acceleration, powertrain, braking, ride, quietness, front seat, fit and finish, safety features.	Agility, controls.
	<b>Maserati Ghibli</b> S Q4	89,010	<b>71</b>	NA	NA	NA	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Ride, initial turbo lag, wind noise, rear seat, access, touchy brake pedal, fussy shifter.

Rec.	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
			0 100 P   F   G   V   E	Predicted reliability Owner satisfaction	Cost per mile	Overall MPG		

### SPORTS CARS Equipped with manual transmission

	<b>BMW M235i</b>	\$50,400	<b>98</b>	NA	NA	\$0.93	25	Acceleration, handling, braking, front-seat comfort, quietness, IIHS crash-test results.	Rear seat room, some controls.
✓	<b>Porsche 911</b> Carrera S	110,630	<b>95</b>	○	●	1.78	23	Acceleration, handling, braking, engine sound, visibility, fit and finish.	Ride, noise, access, controls.
✓	<b>Chevrolet Corvette</b> Stingray 3LT	73,260	<b>92</b>	○	●	1.27	20	Acceleration, handling, braking, engine sound, controls, fit and finish, performance for the price.	Ride, noise, access, visibility, shifter.
✓	<b>Mazda MX-5 Miata</b> Grand Touring	31,150	<b>85</b>	●	●	0.60	28	Handling, steering, braking, fuel economy, top operation, reliability.	Noise, tight cabin, access, rear visibility.
✓	<b>Porsche Boxster</b> 2.7	59,600	<b>83</b>	●	●	1.06	23	Handling, acceleration, braking, fit and finish, exhaust sound, top operation, two trunks.	Rear visibility, narrow seats, some controls, heavy clutch, access.
	<b>Volkswagen GTI</b> Autobahn	31,730	<b>82</b>	new	●	0.67	29	Agility, fuel economy, seat comfort, hatch-back versatility, IIHS crash-test results.	No standard USB port.
	<b>Mini Cooper S</b>	29,945	<b>81</b>	NA	●	0.55	30	Handling, fuel economy, manual shifter, thick option list allows personalization.	Rear seat, some controls, expensive rear camera, gets pricey, premium fuel.
	<b>Nissan 370Z</b> Touring (coupe)	38,565	<b>81</b>	NA	○	0.78	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access.
	<b>Audi TT</b> Premium Plus (convertible, AT)	45,300	<b>80</b>	NA	NA	0.85	25	Handling, transmission, braking, fit and finish, AWD, top can be operated on the move.	Ride, noise, visibility, access.
	<b>Subaru BRZ</b> Premium	27,117	<b>79</b>	●	●	0.65	30	Driving fun, handling, braking, fuel economy.	Subpar reliability, ride, noise, access, radio controls, vestigial rear seating.
	<b>Scion FR-S</b>	25,025	<b>78</b>	●	●	0.60	30	Driving fun, handling, braking, fuel economy.	Subpar reliability, ride, noise, access, radio controls, vestigial rear seating.
	<b>Mercedes-Benz SLK250</b>	48,045	<b>76</b>	NA	●	0.90	26	Handling, steering, braking, fuel economy, civilized cruiser, neck warmer, fit and finish.	Manual shifter and clutch, engine refinement, access.
	<b>Subaru WRX</b> Premium	29,742	<b>75</b>	new	●	0.70	26	Acceleration, cornering grip, braking, four-door practicality, visibility, IIHS crash-test results.	Hard ride, constant engine drone, stiff clutch, clunky shifter, turbo lag.
	<b>BMW Z4</b> sDrive28i	55,225	<b>74</b>	NA	●	0.90	28	Acceleration, fuel economy, braking.	Steering feel, ride, noise, tight quarters, access.
	<b>Ford Fiesta</b> ST	24,985	<b>74</b>	NA	NA	0.59	29	Handling agility, effortless power delivery, sound, braking, fuel economy, fun-to-drive.	MyFord Touch controls, ride, snug optional Recaro seats.
	<b>Mitsubishi Lancer</b> Evolution GSR	38,078	<b>72</b>	NA	NA	0.91	21	Acceleration, handling, agility, steering, braking.	Ride, noise, access, trunk, driving position, fit and finish.
	<b>Ford Focus</b> ST	28,270	<b>72</b>	●	○	0.67	25	Handling, fun to drive, acceleration, braking, relatively civilized as a daily driver.	Subpar reliability, MyFord Touch controls, driving position, snug Recaro seats, some torque steer, turning circle.
	<b>Volkswagen Jetta</b> GLI Autobahn	26,835	<b>70</b>	NA	NA	0.61	27	Handling, powertrain, fuel economy, rear seat, trunk.	Long clutch travel.
✓	<b>Chevrolet Camaro</b> coupe 2SS (V8)	35,425	<b>66</b>	○	●	0.76	18	Acceleration, handling, braking, transmission.	Visibility, fuel economy, controls, rear seat, access, body shake, top operation, trunk.
	<b>Fiat 500</b> Abarth	26,050	<b>66</b>	NA	●	0.61	28	Invigorating exhaust note, agility, braking, fuel economy.	Noise, ride, steering feel, driving position, controls, tiny rear seat and cargo area, rear visibility, turning circle.
	<b>Hyundai Genesis Coupe</b> Grand Touring (V6)*	28,375	<b>64</b>	●	●	0.64	23	Acceleration, handling, controls, long warranty.	Subpar reliability, shifter and clutch, ride, rear seat, trunk.
✓	<b>Chevrolet Camaro</b> convertible 2SS (V8, AT)	43,510	<b>64</b>	○	●	0.88	17	Acceleration, braking.	Body shake, top operation, visibility, controls, rear seat, fuel economy, trunk.
✓	<b>Dodge Challenger</b> R/T (V8)	35,015	<b>63</b>	○	●	0.80	19	Acceleration, exhaust note, quietness, controls.	Fuel economy, visibility, foot operated parking brake with manual transmission.
	<b>Mitsubishi Lancer</b> Ralliart (AT)	28,344	<b>63</b>	NA	NA	0.79	20	Acceleration, handling, controls.	Transmission, ride, noise, fit and finish, no telescope wheel, big spoiler blocks rear view.
✓	<b>Honda Civic</b> Si	23,175	<b>60</b>	●	○	0.57	29	Powertrain, shifter, fuel economy, rear seat, reliability.	Ride, noise, steering feel, fit and finish, narrow front seats.
	<b>Chevrolet Camaro</b> coupe 2LT (V6)	28,195	<b>55</b>	○	●	0.63	21	Straight-line acceleration.	Agility, shifter, visibility, controls, rear seat, trunk.

### WAGONS (ALL-WHEEL DRIVE)

✓	<b>Subaru Outback</b> 2.5 Premium	\$28,852	<b>82</b>	●	●	\$0.61	24	Ride, transmission, fuel economy, visibility, affordable AWD, IIHS crash-test results.	Clock and outside temperature display too small.
✓	<b>Audi Allroad</b> 2.0T Premium	43,570	<b>82</b>	●	●	0.86	22	Handling, fit and finish, transmission, braking, fuel economy for AWD, reliability.	Controls, small rear seat and cargo area.

\*Miles-per-gallon equivalent (MPGe).

\*Powertrain has changed since last test.



# VEHICLE RATINGS



Honda Odyssey



Toyota Highlander

	Make & model	Price as tested	Overall road-test score	Survey results		Owner cost	Fuel economy	Highs	Lows
Rec.			0 100 P   F   G   V   E	Predicted reliability	Owner satisfaction	Cost per mile	Overall MPG		

## WAGONS (ALL-WHEEL DRIVE) continued

✓	Volvo XC70	\$42,560	78	○	●	\$0.86	18	Safety equipment, optional built-in booster seats, transmission, front seats, fit and finish, cargo room.	Ordinary ride, handling, and performance, awkward ignition.
✓	Toyota Venza (V6)	34,209	74	●	○	0.68	20	Acceleration, powertrain, access, rear seat, cabin storage, reliability.	Lackluster handling, ride, rear visibility.
	Honda Crosstour EX-L (V6)	34,730	65	○	○	0.74	21	Powertrain, seat comfort.	Agility, rear visibility, radio controls, small cargo area, turning circle.

## MINIVANS

✓	Honda Odyssey EX-L	\$38,055	84	○	●	\$0.77	21	Ride, handling, powertrain, fuel economy, spacious and flexible interior, comfortable seats, IIHS crash-test results, safety aids.	Confusing uplevel radio, fit and finish.
	Mazda5 Grand Touring	24,820	83	●	○	0.61	23	Handling, interior versatility, visibility, access, controls.	Poor IIHS small overlap crash-test results, road noise, lacks reserve power, tight third-row.
	Nissan Quest SL	39,040	79	○	○	0.84	19	Ride, quietness, powertrain, fuel economy, plush interior, fold-flat seats.	Poor IIHS small overlap crash-test results, agility.
✓	Toyota Sienna XLE (FWD)	35,810	79	●	●	0.74	20	Ride, transmission, interior space and flexibility, rear seat, fuel economy, reliability.	Agility, road noise, fit and finish.
✓	Toyota Sienna XLE (AWD)	38,201	76	●	○	0.78	19	Ride, transmission, interior space and flexibility, rear seat, fuel economy, AWD.	Agility, road noise, fit and finish.
	Ford Transit Connect XLT (2.5L)	28,015	76	NA	NA	0.64	21	Interior space, access, front visibility, handling, ride.	Acceleration, difficult to fold seats, wind noise, some controls, fit and finish, sparse on features.
	Chrysler Town & Country Touring-L	37,505	72	●	○	0.85	17	Ride, quietness, foldaway second-row seats, cargo flexibility.	Poor IIHS small overlap crash-test results, reliability, fuel economy, cornering limits, unrefined transmission, radio controls.
	Dodge Grand Caravan R/T	37,295	72	●	○	0.80	17	Ride, quietness, foldaway second-row seats, cargo flexibility.	Poor IIHS small overlap crash-test results, reliability, fuel economy, cornering limits, unrefined transmission, radio controls.

## SUVs: SMALL

✓	Subaru Forester 2.5i Premium	\$26,814	86	●	●	\$0.58	26	Fuel economy, visibility, braking, roomy interior, access, controls, reliability, IIHS crash-test results.	Unsettled ride, noise, antiquated connectivity.
	Ford Escape Titanium (2.0T)	36,600	78	●	○	0.74	22	Agility, ride, quietness, solid feel, access.	Subpar reliability, poor IIHS small overlap crash-test results, narrow driving position, MyFord Touch controls.
✓	Honda CR-V EX*	26,455	76	●	●	0.58	23	Powertrain, braking, rear seat, access.	Road noise, low cornering limits, rear visibility.
	Toyota RAV4 XLE	26,802	75	●	○	0.56	24	Fuel economy, agility, transmission, access, roominess, standard backup camera.	Poor IIHS small overlap crash-test results, ride, noise, driver's seat lumbar support, too easy to turn off DRLs.
	Ford Escape SE (1.6T)	28,040	75	●	●	0.62	22	Agility, ride, quietness, solid feel, access.	Subpar reliability, poor IIHS small overlap crash-test results, front-seat comfort, narrow driving position, radio controls.
✓	Subaru XV Crosstrek Premium	24,215	74	●	●	0.56	26	Fuel economy, controls, rear seat, visibility, IIHS crash-test results, reliability.	Noise, ride, unrefined CVT, antiquated connectivity.
✓	Volkswagen Tiguan SEL	37,020	74	○	○	0.78	21	Agility, transmission, access, fit and finish, rear seat.	Ride, noise, touch-screen controls.
✓	Nissan Rogue SV	29,920	74	○	○	0.66	24	Ride, access, spacious interior, fuel economy, optional surround-view camera, available third-row seat, IIHS crash-test results.	Engine noise, cloth front-seat lacks support, gets pricey.
✓	Mazda CX-5 Touring (2.5L)	28,090	74	●	●	0.62	25	Fuel economy, agility, rear-seat, blind-spot detection, IIHS crash-test results, reliability.	Ride, noise, low dash vents.

	Make & model	Price as tested	Overall road-test score	Survey results		Owner cost	Fuel economy	Highs	Lows
Rec.			0 100 P   F   G   V   E	Predicted reliability	Owner satisfaction	Cost per mile	Overall MPG		

#### SUVs: SMALL continued

	<b>Subaru XV Crosstrek Hybrid</b>	\$27,132	<b>74</b>			\$0.59	28	Visibility, fuel economy, hybrid reduces engine noise, better ride and handling than regular XV, IIHS crash-test results, reliability.	Modest fuel-economy gain for a hybrid, antiquated infotainment and connectivity.
	<b>Hyundai Tucson SE</b>	24,920	<b>71</b>			0.59	22	Braking, handling, transmission, controls, long warranty.	Poor IIHS small overlap crash-test results, ride, noise, low rear seat, rear visibility.
	<b>Jeep Cherokee Limited (V6)</b>	37,525	<b>71</b>			0.78	21	Quietness, access, rear seat, lots of high-end options.	Subpar reliability, transmission, choppy ride, visibility, confusing pricing structure.
	<b>Kia Sportage LX</b>	24,400	<b>70</b>			0.60	22	Handling, transmission, controls.	Poor IIHS small overlap crash-test results, ride, noise, rear visibility, fit and finish.
	<b>Kia Sportage SX (2.0T)</b>	31,440	<b>68</b>			0.73	21	Acceleration, handling, transmission, controls.	Poor IIHS small overlap crash-test results, ride, noise, rear visibility, complicated radio controls.
	<b>Nissan Juke SV</b>	24,840	<b>66</b>			0.58	24	Handling, powertrain, fuel economy.	Poor IIHS small overlap crash-test results, ride, noise, rear visibility, rear seat, cargo area, no telescoping steering wheel, premium fuel.
	<b>Mitsubishi Outlander Sport SE</b>	24,520	<b>65</b>			0.60	23	Versatility, controls, front access, reliability, IIHS crash-test results.	Noise, ride, agility, acceleration, fit and finish.
	<b>Mitsubishi Outlander SE (4-cyl.)</b>	27,180	<b>61</b>	NA		0.64	23	Standard third-row seat, strong air conditioning, IIHS crash-test results.	Noise, ride, agility, acceleration, front-seat comfort, fit and finish.
	<b>Jeep Cherokee Latitude (4-cyl.)</b>	27,490	<b>58</b>			0.63	22	Access, rear seat, lots of high-end options.	Subpar reliability, acceleration, choppy ride, visibility, front-seat comfort, confusing price structure.
	<b>Jeep Patriot Latitude*</b>	24,440	<b>56</b>			0.61	21	Compliant ride.	Poor IIHS small overlap crash-test results, engine noise, acceleration, driving position, front-seat comfort, complicated optional radio controls.
	<b>Jeep Compass Latitude*</b>	24,985	<b>52</b>			0.61	22	Simple controls.	Subpar reliability, engine noise, acceleration, braking, driving position, front-seat comfort, rear visibility, cornering limits.

#### SUVs: MIDSIZED

	<b>Toyota Highlander Hybrid Limited</b>	\$50,875	<b>85</b>			\$0.86	25	Fuel economy, ride, quietness, roomy and versatile interior, access, standard backup camera, easy-to-use infotainment, crash-test results.	Hybrid only available with top trim version, low rear seat.
	<b>Toyota Highlander XLE (V6)</b>	38,941	<b>84</b>			0.76	20	Powertrain, fuel economy, roomy and versatile interior, access, standard backup camera, easy-to-use infotainment, crash-test results, reliability.	Expensive electronic safety gear, low rear-seat.
	<b>Hyundai Santa Fe GLS (V6)</b>	36,290	<b>81</b>			0.77	20	Powertrain, fuel economy, roomy and versatile cabin, access, controls, value, long warranty.	Tight third-row with difficult access.
	<b>Mazda CX-9 Grand Touring</b>	38,615	<b>77</b>			0.84	16	Agility, steering, quietness, transmission, interior flexibility.	Poor IIHS small overlap crash-test results, cargo capacity, fuel economy.
	<b>Kia Sorento EX (V6)</b>	37,950	<b>77</b>			0.82	20	Powertrain, fuel economy, optional third-row seat, access, controls, lots of features.	Poor IIHS small overlap crash-test results, ride, agility.
	<b>Hyundai Santa Fe Sport (4-cyl.)</b>	28,370	<b>73</b>			0.64	23	Roomy interior, fuel economy, transmission, controls, feature content, long warranty.	Steering feel, visibility.
	<b>Nissan Pathfinder SL</b>	40,470	<b>72</b>			0.86	18	Roominess, controls, access.	Subpar reliability, handling, rear visibility, second-row thigh support.
	<b>Honda Pilot EX-L</b>	36,980	<b>71</b>			0.75	18	Powertrain, seats eight, interior accommodations, storage and flexibility.	Poor IIHS small overlap crash-test results, road noise, so-so braking and acceleration, low cornering limits, fit and finish, busy center dashboard.
	<b>Ford Edge SEL (FWD, 2.0 EcoBoost)</b>	36,910	<b>69</b>			0.76	21	Fuel economy, access.	Subpar reliability, noise, rear visibility, no AWD with EcoBoost engine.
	<b>Chevrolet Equinox LTZ (V6)</b>	36,925	<b>69</b>			0.81	18	Acceleration, ride, roomy rear seat, access, IIHS crash-test results.	Visibility, sluggish feel.
	<b>GMC Terrain SLT2 (V6)</b>	36,675	<b>69</b>			0.81	18	Acceleration, ride, roomy rear seat, access, IIHS crash-test results.	Visibility, sluggish feel.
	<b>Chevrolet Equinox 1LT (4-cyl.)</b>	26,350	<b>68</b>			0.63	21	Rear seat, ride, handling, fuel economy, IIHS crash-test results.	Acceleration, transmission, rear visibility, turning circle.
	<b>GMC Terrain SLE1 (4-cyl.)</b>	26,745	<b>68</b>			0.63	21	Rear seat, ride, handling, fuel economy, IIHS crash-test results.	Acceleration, transmission, rear visibility, turning circle.

\*Powertrain has changed since last test.

# VEHICLE RATINGS

	Make & model	Price as tested	Overall road-test score	Survey results		Owner cost	Fuel economy	Highs	Lows
Rec.			0 100 P   F   G   V   E	Predicted reliability	Owner satisfaction	Cost per mile	Overall MPG		

## SUVs: MIDSIZED continued

	<b>Ford Explorer</b> XLT (V6)	\$39,275	67	○	○	\$0.89	18	Interior room and flexibility, usable third-row, cabin storage.	Agility, driving position, MyFord Touch controls, unrefined transmission.
	<b>Ford Edge</b> SEL (3.5)	37,625	66	○	○	0.80	18	Access.	Noise, unrefined transmission, MyFord Touch controls, rear visibility.
	<b>Dodge Journey</b> Limited (V6)	36,975	64	●	●	0.85	16	Ride, quietness, cabin storage.	Subpar reliability, handling, unresponsive transmission, fuel economy, rear visibility, tiny third-row.
	<b>Nissan Xterra</b> S	28,000	61	●	●	0.68	17	Powertrain, acceleration, quietness, off-road ability.	Ride, access, high rear door handle.
	<b>Toyota 4Runner</b> SR5 (V6)	37,425	55	●	●	0.76	18	Off-road ability, power-retractable rear window, reliability.	Handling, ride, driving position, fit and finish, access, turning circle.
	<b>Jeep Wrangler</b> Unlimited Sahara	36,340	20	●	●	0.77	17	Powertrain, off-road capability.	Subpar reliability, ride, handling, braking, wind noise, access, driving position, seat comfort, visibility, fit and finish.

## SUVs: LARGE

✓	<b>Dodge Durango</b> Limited (V6)	\$43,525	83	○	●	\$0.96	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Rear visibility, maneuverability.
✓	<b>Chevrolet Traverse</b> LT	39,920	77	●	○	0.83	16	Ride, handling, quietness, interior room and flexibility, usable third-row seat, blind-spot mirrors.	Rear visibility, fuel economy, wet braking.
✓	<b>GMC Acadia</b> SLT2	41,315	77	○	○	0.85	16	Ride, handling, quietness, interior room and flexibility, usable third-row seat.	Rear visibility, fuel economy, wet braking.
	<b>Chevrolet Suburban</b> LTZ	69,790	74	new	●	1.36	16	Utility, quietness, fit and finish, easy to use infotainment, cargo and towing capacity.	Step-in height, long to park, feels underpowered, price.
✓	<b>Ford Flex</b> SEL	38,460	71	○	●	0.86	18	Ride, quietness, interior room and flexibility.	MyFord Touch controls, lackluster handling, turning circle, rear visibility.
	<b>GMC Yukon</b> XL SLT	67,370	67	new	●	1.32	16	Utility, quietness, fit and finish, easy to use infotainment, cargo and towing capacity.	Handling, stiff ride, step-in height, long to park, feels underpowered, price.
	<b>Chevrolet Tahoe</b> LT	60,100	67	○	●	1.21	16	Quietness, fit and finish, easy to use infotainment, cargo and towing capacity.	Handling, stiff ride, feels underpowered, step-in height, price.
	<b>GMC Yukon</b> SLT	62,125	67	○	●	1.24	16	Quietness, fit and finish, easy to use infotainment, cargo and towing capacity.	Handling, stiff ride, feels underpowered, step-in height, price.
	<b>Toyota Sequoia</b> Limited (5.7)	54,005	60	●	○	1.05	15	Powertrain, accommodations, towing and off-road capability, cabin storage, power-retractable rear window.	Agility, braking, unsettled ride, high step-in, long reach to some controls.
	<b>Nissan Armada</b> Platinum	55,400	59	NA	●	1.18	13	Acceleration, transmission, spacious interior.	Fuel economy, handling, ride, high step-in.

## SUVs: LUXURY COMPACT

	<b>Porsche Macan</b> S	\$63,290	85	new	new	\$1.18	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Rear visibility, modest cargo area, stingy standard in-car electronics, lots of buttons, price.
✓	<b>BMW X3</b> xDrive28i (2.0T)	44,595	82	○	●	0.83	23	Agility, powertrain, braking, fuel economy, fit and finish.	Controls, low rear-seat.
✓	<b>Mercedes-Benz GLK350</b>	44,995	79	●	●	0.93	21	Acceleration, agility, visibility, front-seat comfort, fit and finish, quietness.	Tight rear seat, ride can be rocky, some controls, rear access.
✓	<b>Audi Q5</b> Premium Plus (2.0T)	41,075	78	○	●	0.83	21	Handling, transmission, braking, fit and finish.	Controls.
✓	<b>Acura RDX</b>	36,605	77	○	●	0.77	22	Acceleration, fuel economy, access, controls, front-seat comfort.	Ride, steering feel, at-the-limit handling, rear visibility.
✓	<b>BMW X1</b> xDrive28i (2.0T)	38,795	77	○	○	0.78	23	Acceleration, agility, steering feedback, transmission, fuel economy.	Ride, heavy steering effort, rear visibility, modest interior room.
✓	<b>Volvo XC60</b> T6	42,245	71	○	○	0.90	17	Transmission, fit and finish, advanced safety features, IIHS crash-test results.	Ride, fuel economy, rear visibility.
	<b>Lincoln MKC</b> Reserve	46,485	71	new	new	0.92	19	Quietness, braking, nicely trimmed interior.	Unsettled ride, short on agility, fuel economy, short cruising range, controls, driving position, rear visibility.
	<b>Buick Encore</b> Leather	30,555	69	○	○	0.64	23	Ride, quietness, braking, maneuverability, fuel economy.	Poor IIHS small overlap crash-test results, acceleration, driving position, narrow cabin, rear visibility, value.
	<b>Mini Cooper</b> Countryman S	32,500	68	●	○	0.62	26	Handling, transmission, acceleration, fuel economy, IIHS crash-test results.	Subpar reliability, ride, noise, controls, cargo space, premium fuel, flimsy interior details, pricey.
	<b>Cadillac SRX</b> Luxury	43,085	67	○	○	0.93	18	Agility, fit and finish, front-seat comfort.	CUE controls, visibility, engine needs revs to deliver.
	<b>Land Rover Range Rover</b> Evoque Pure*	45,745	61	NA	○	0.93	21	Acceleration, fit and finish.	Emergency handling, steering feel, ride, noise, visibility, driving position, cargo space.

\*Powertrain has changed since last test.



	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Rec.			0 100 P   F   G   V   E	Predicted reliability Owner satisfaction	Cost per mile	Overall MPG		

### SUVs: LUXURY MIDSIZED/LARGE

✓	Lexus RX 450h	\$53,576	88	●	●	\$0.94	26	Fuel economy, ride, quietness, fit and finish, reliability.	Lackluster handling, some controls, rear visibility.
✓	BMW X5 xDrive35i	70,050	84	○	●	1.19	21	Drivetrain, fuel economy, quietness, seat comfort, fit and finish, visibility.	Some controls.
	Mercedes-Benz GL350 BlueTec	73,020	82	●	●	1.28	20	Fuel economy, quietness, ride, plush interior, front-seat comfort, roomy rear and third-row seats, towing capacity.	Subpar reliability, clumsy emergency handling, some controls, backup camera only works with radio on.
	Jeep Grand Cherokee Limited (diesel)	49,780	82	●	●	0.96	24	Quietness, ride, fuel economy, off-road and towing capabilities, seat comfort, fit and finish, easy-to-use Uconnect infotainment system.	Subpar reliability, fussy shifter.
✓	Acura MDX Tech	49,460	81	○	●	0.95	20	Fuel economy, fit and finish, third-row access mechanism, rear seat, electronic safety features, headlights, IIHS crash-test results.	Controls, agility, suspension noise, rear visibility, lack of flexibility in ordering options.
✓	Lexus RX 350	47,381	80	●	●	0.90	21	Powertrain, fuel economy, fit and finish, ride, quietness, reliability.	Lackluster handling, some controls, rear visibility.
	Land Rover Range Rover HSE (3.0L)	88,545	80	NA	NA	1.67	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities.	Agility, controls.
✓	Volkswagen Touareg TDI Sport	49,505	79	○	●	0.98	24	Fuel economy, handling, front-seat comfort, fit and finish, towing capacity.	Ride, shift quality at low speeds.
	Infiniti QX60 (3.5L)	51,920	79	●	○	0.98	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera.	Subpar reliability, agility, rear visibility.
	Jeep Grand Cherokee Limited (V6)	41,375	78	●	●	0.93	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy to use Uconnect system.	Subpar reliability, fussy shifter.
✓	Porsche Cayenne (V6)*	63,805	78	●	●	1.23	19	Handling, transmission, fit and finish, towing capacity, headlights.	Controls, slow start-stop feature, low-speed ride, pricey options.
✓	Buick Enclave CXL	43,260	77	○	●	0.89	15	Ride, handling, interior room and flexibility, quietness, fit and finish, easy access to usable third seat.	Fuel economy, rear visibility, some controls.
	Mercedes-Benz ML350	56,960	75	●	●	1.15	18	Quietness, transmission, front-seat comfort, fit and finish, towing capacity, IIHS crash-test results.	Subpar reliability, steering feel, some controls, backup camera only works with radio on.
	Land Rover Range Rover Sport HSE (3.0L)	74,040	74	NA	●	1.45	18	Handling, acceleration, fit and finish, front visibility, towing and off-road capability.	Stiff ride, poor snow traction, controls, fussy shifter.
	Infiniti QX70 (V6)*	51,635	72	NA	○	1.01	18	Acceleration, transmission, handling, fit and finish, front seat.	Ride, rear visibility, cargo area.
✓	Lexus GX 460	58,428	70	●	●	1.12	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing.	Agility, third-row seat, side-hinged tailgate.
	Toyota Land Cruiser	67,707	68	NA	●	1.27	14	Ride, quietness, powertrain, acceleration, fit and finish, front- and second-row seats, off-road, towing capacity.	Fuel economy, agility, third-row seat.
✓	Infiniti QX80	63,395	68	●	●	1.24	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road, headlights.	Handling, access.
	Lincoln MKX (3.7)	50,235	67	○	○	0.98	18	Fit and finish, access.	Controls, rear visibility, low rear seat.

### PICKUP TRUCKS

	Ram 1500 Big Horn (V6, diesel)	\$49,155	82	NA	NA	\$0.95	20	Fuel economy, transmission, ride, quietness, roomy cabin, Uconnect touchscreen.	Access, heavy tailgate, diesel gets expensive.
	Ram 1500 Big Horn (5.7L V8)	42,810	81	●	●	0.92	15	Powertrain, ride, quietness, cabin space, Uconnect touchscreen.	Subpar reliability, access, heavy rear tailgate.
	Chevrolet Silverado 1500 LT (5.3L V8)	42,070	80	●	●	0.91	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Subpar reliability, ride, long wet braking stops, seat comfort.
	GMC Sierra 1500 SLT (5.3L V8)	43,200	80	●	●	0.88	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Subpar reliability, ride, long wet braking stops, seat comfort.
✓	Nissan Frontier SV (V6)	30,110	71	○	○	0.73	15	Powertrain, acceleration, agility.	Rear-seat room, heavy tailgate, turning circle, no full-time 4WD.
	Nissan Titan SV (5.6L V8)	36,905	65	NA	●	0.87	14	Powertrain, acceleration, relatively responsive handling, rear seat, low-effort tailgate.	Braking, access, fit and finish, no full-time 4WD.
	Toyota Tundra SR5 (5.7L V8)	34,738	63	●	●	0.81	15	Powertrain, telescoping steering wheel, towing, low-effort tailgate.	Ride, visibility, braking, long reach to some controls, no full-time 4WD.
	Toyota Tacoma (V6)	33,119	49	○	●	0.77	17	Powertrain, controls, off-road ability, composite rust-free bed.	Ride, handling, driving position, high step-in, low rear seat, no full-time 4WD.

# Profiles

## A user's guide

On the following pages, you'll find reviews, key Ratings, and information for the 252 cars, SUVs, minivans, pickup trucks, wagons, and hatchbacks featured in this book, covering all 2015 models. Each profile includes a review by CONSUMER REPORTS' auto experts; model overview information including base price, body styles, engines, and transmissions; an overall score and reliability history; and a Report Card detailing Ratings for predicted reliability, owner cost, owner satisfaction, accident avoidance, and fuel economy. Use these profiles, along with the Ratings (starting on page 76) and our data charts (starting on page 224), to narrow down your choices.

### RECOMMENDED VEHICLES 1

#### Models that meet stringent criteria

These are the vehicles that meet CONSUMER REPORTS' stringent testing, reliability, and safety standards.

To earn our Recommendation (right), vehicles must perform well in our testing; have average or better reliability; and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration. In addition, pickups and SUVs must not have tipped up in the government's rollover test.



### REPORT CARD 2

#### Scores in key categories

The Report Card is a quick summary of a vehicle's Ratings highlights.

**Predicted reliability** is our forecast of how well a model is likely to hold up, derived from CR's Annual Auto Survey, which garnered responses on about 1.1 million vehicles. Detailed Ratings are provided in the Reliability History charts explained on the opposite page (see No. 6).

**Owner cost** is a Rating of the five-year projected cost to own a vehicle, including depreciation, interest, insurance, sales tax, fuel, and maintenance/repair.

**Owner satisfaction** comes from our annual survey in which we asked owners if they would definitely buy or lease their particular vehicle again.

**Accident avoidance** reflects how capable a vehicle is in helping you avoid an accident, based on our tests of emergency handling, braking, acceleration, and, to a lesser extent, driving position, visibility, and seat comfort.

**Fuel economy** is a Rating that comes from our real-world test measurements based on city and highway driving.

"NA" means data are not available.

"New" means we have no data because the model is new or redesigned.



### MODEL-LINE INFORMATION 3

#### Price, body styles, trim lines, and drivetrains

**Base price** is the range of base prices for all versions of the model. The base price is the manufacturer's suggested retail price (MSRP) without options or destination charge. An "E" indicates the price is estimated.

Models often come in various **body styles** (sedan, wagon, etc.) and **trim lines**, which are versions that differ mainly in standard equipment, available options, and price. A dash (–) means that only one trim line was available. Pickup trucks are listed by available cab configurations.

**Drive wheels** tells you if the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). It also shows the type of 4WD system. **Seating** is the maximum number of passengers who can be accommodated in the front, rear, and third-row (if any) seats. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines and transmissions** show the choices of drivetrain components.

### ROAD-TEST SCORE 4

The overall score shows you how a tested vehicle performed overall in CONSUMER REPORTS' comprehensive test program. It is based on the results from more than 50 individual tests and evaluations, including performance, comfort and convenience, fuel economy, and more.

For each tested model, you can easily see how its overall score compares with the highest- and lowest-rated vehicles in its category. See the Ratings, starting on page 76, for the overall scores for all tested vehicles. The **Tested Model** gives the specific information for the vehicle we tested, including model year, trim line, body style, engine, and transmission.

## FACTS & FIGURES 5

**Exterior dimensions** are the basic measurements for the vehicles. **Length** is the vehicle's size from bumper to bumper. **Width** is the measurement from the outermost side of one fender to the other side of the vehicle. **Height** is the measurement from the top of the inside door frame down to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% weight front/rear** are usually measured on our scales. Some data come from manufacturers.

**Max load** includes both the occupants and luggage and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and

our tested vehicle weight. **Cargo volume** for minivans, SUVs, and wagons is the maximum usable cargo volume with rear seats folded down or removed. CR measures this using an expandable pipe-frame box that's adjusted to fit the cargo area. Data for models with a trunk come from government figures. No volume is given for pickup trucks because there is no height limit. **Towing capacity** is the maximum weight our test vehicle can pull on a trailer or a typical weight.

**Fuel** gives the recommended types (regular, premium, or diesel) for all the models' engines. **EPA** are the city and highway mileage figures issued by the Environmental Protection Agency for the tested engine or a typical engine.

## RELIABILITY HISTORY 6

These charts are based on about 1.1 million responses to our most recent Annual Auto Survey. CONSUMER REPORTS subscribers reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or down-time, in any of the trouble spots included in the table below.

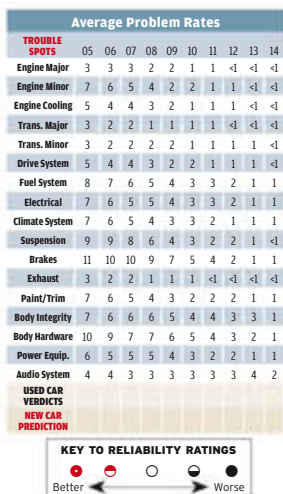
The scores in the charts are based on the percentage of respondents who reported problems in each of the 17 trouble spots. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage. The 2014 models were generally less than six months old at the time of the survey, with an average of about 3,000 miles.

### HOW TO READ THE CHARTS

To check on the reliability history of a particular year's model, start with the **Used Car Verdict**. This score shows whether the model had more or fewer problems overall than the average model of that year, calculated from the total number of problems reported by subscribers in all trouble spots. Because problems with the engine major, engine cooling, transmission major, and drive system can be serious and expensive to repair, our calculations give extra weight to problems in those areas.

To see how a 2015 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For this Rating, we averaged a model's Used Car Verdict for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2015. We have found that several model years' data are a better predictor than the single most recent model year. One or two years' data may be used if the model was redesigned in 2014 or 2013, or if there were insufficient data for more years. Sometimes we include a prediction for a model that is new or has been redesigned, provided its reliability history and the manufacturer's track record have remained consistently above average.

To see a model's individual strengths and weaknesses, look at the individual scores for each of the 17 **Trouble Spots**. The chart at the



left shows the average problem rates for all models in the survey in each trouble spot. Scores for each chart are based on the percentage of survey respondents who reported problems for that trouble spot, compared with the average model of that year.

Models that score a ● are not necessarily unreliable, but have a higher rate of problems than the average model. Similarly, models that score a ● are not necessarily problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a ● or a ● unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent

it will be assigned a ● or a ● respectively. In the charts, a model year in red identifies the year of a major redesign or the first year of introduction. Model years with insufficient data are noted with a column of asterisks (\*).

### WHAT THE TROUBLE SPOTS INCLUDE

► **Engine, major:** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

► **Engine, minor:** Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.

► **Engine, cooling:** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

► **Transmission, major:** Transmission rebuild or replacement, torque converter, premature clutch replacement.

► **Transmission, minor:** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

► **Drive system:** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

► **Fuel system:** Check engine light, sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.

► **Electrical:** Alternator, starter, hybrid battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.

► **Climate system:** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

► **Suspension:** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps & hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

► **Brakes:** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

► **Exhaust:** Muffler, pipes, catalytic converter, exhaust manifold, leaks.

► **Paint/trim:** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

► **Body integrity:** Squeaks or rattles, seals, and/or weather stripping, air or water leaks, wind noise.

► **Body hardware:** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.

► **Power equipment and accessories:** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.

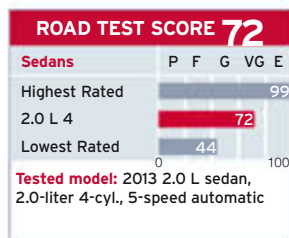
► **Audio system:** Audio systems, entertainment systems, navigation system, backup camera/sensors, communication system.



## Acura ILX



**A**cura's luxury compact shares some parts with the Honda Civic. But it has different suspension tuning and a fancier interior. The base 2.0-liter four-cylinder is mated to a five-speed manual, a combination that works well. An optional, stronger 2.4-liter four-cylinder uses a six-speed manual. Handling is sound, but the ride is choppy and road noise is pronounced, undermining its "affordable luxury" promise. There is a lot of standard gear, including heated front seats and a rear-view camera. Reliability has been above average but the ILX scores too low to be recommended. In addition, its owner-satisfaction score in our survey is low. A freshening is due in spring 2015.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$27,050-\$31,750  
**Body styles:** sedan  
**Trim lines:** 2.0 L, 2.4 L  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (150 hp); 2.4-liter 4 (201 hp)  
**Transmissions:** 6-speed manual; 5-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Acura ILX
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	● ●
Electrical	● ●
Climate System	● ●
Suspension	● ●
Brakes	● ●
Exhaust	● ●
Paint/Trim	● ●
Body Integrity	● ●
Body Hardware	● ●
Power equip.	● ●
Audio System	● ●
USED CAR VERDICTS	● ●
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

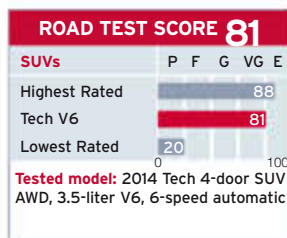
#### Exterior dimensions

Length (in.) ..... 179  
 Width (in.) ..... 71  
 Height (in.) ..... 56  
 Wheelbase (in.) ..... 105  
 Weight (lb.) ..... 2,870  
 % weight front/rear ... 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 12.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ... 24/35

## Acura MDX



**T**he Acura MDX is an easy SUV to live with. It's comfortable, quick, and quieter than its predecessors. It offers generous space for seven, as long as the third-row occupants aren't too big. The clever button for folding the second-row forward is simple and ought to be an industry standard. However, the touchscreen makes many controls more complicated. The 3.5-liter V6 and six-speed transmission are smooth, silky, and provide competitive acceleration. We measured an excellent 20 mpg overall. A lane-keeping assist and forward-collision avoidance systems are available. The front-wheel drive version brings even better fuel economy and a lower price.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$42,565-\$56,780  
**Body styles:** 4-door SUV  
**Trim lines:** Base, Tech, Advance  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.5-liter V6 (290 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Acura MDX
	05 06 07 08 09 10 11 12 13 14
Engine Major	○ ○ ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	○ ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	○ ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 194  
 Width (in.) ..... 77  
 Height (in.) ..... 68  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 4,290  
 % weight front/rear ... 58/42  
**Cargo measurement**  
 Max. load (lb.) ..... 1,175  
 Cargo volume, cu.ft. .... 34.0  
 Towing capacity (lb.) ... 5,000  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ... 18/27

## Acura RDX



**D**erived from the Honda CR-V, the RDX is a major improvement over its stiff-riding and unrefined predecessor. Styling, handling, and interior quality are unexceptional, but the RDX is well equipped for the price. The smooth and capable 273-hp V6 and six-speed automatic returned a respectable 22 mpg overall. Handling is sound but not especially agile, and the ride is a little stiff. Overall interior ambience is rather plain-Jane for a supposedly upscale SUV. It lacks some luxury features found on its competitors, like a heated steering wheel. Still, the seats are comfortable and the simple, straightforward controls are much easier to use than in most competing vehicles.

## Acura RLX



**A**cura's flagship has some good points but falls well short of its competitors. The ride is jumpy and unsettled, and handling lacks agility, making the car feel ungainly. Our tested FWD model averaged 23 mpg overall with the slick and responsive 310-hp V6 and six-speed automatic. The hybrid uses additional electric motors to power the rear wheels and gets a claimed 30 mpg. We didn't find any benefit from the all-wheel-steering system. The cabin is spacious and well-made, with a raft of connectivity features, but the controls are overly complicated. First year reliability is average, but the RLX is short on luxury attributes and scores too low to be recommended.

ROAD TEST SCORE <b>77</b>				
SUVs	P	F	G	VG E
Highest Rated				88
4-door SUV V6				<b>77</b>
Lowest Rated	20			100
Tested model: 2013 4-door SUV AWD, 3.5-liter V6, 6-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

ROAD TEST SCORE <b>75</b>				
Sedans	P	F	G	VG E
Highest Rated				99
Tech V6				<b>75</b>
Lowest Rated	44			100
Tested model: 2014 Tech sedan, 3.5-liter V6, 6-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$35,095-\$40,195  
**Body styles:** 4-door SUV  
**Trim lines:** Base, Tech  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (273 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Acura RDX
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Average ○

**Base price:** \$48,450-\$60,450  
**Body styles:** sedan  
**Trim lines:** Base, NAV, Tech, Krell, Advance, Hybrid  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)  
**Transmissions:** 7-speed sequential; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Acura RL, RLX
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Average ○

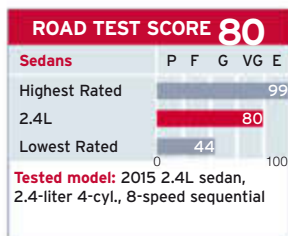
**FACTS & FIGURES**  
**Exterior dimensions**  
 Length (in.) ..... 196  
 Width (in.) ..... 74  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,930  
 % weight front/rear ... .61/39  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg .... 20/31

**FACTS & FIGURES**  
**Exterior dimensions**  
 Length (in.) ..... 184  
 Width (in.) ..... 74  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 3,850  
 % weight front/rear ... .59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 870  
 Cargo volume, cu.ft. .... 31.5  
 Towing capacity (lb.) .... 1,500  
**Fuel**  
 Premium  
 EPA city/hwy, mpg .... 19/27

## Acura TLX



The new TLX fills a hole in the Acura lineup created by the discontinuation of the TSX and TL. There are two powertrain choices: a 2.4-liter four-cylinder with an eight-speed dual-clutch automatic transmission, or a 3.5-liter V6 with a nine-speed automatic. Front- or all-wheel drive is available. Despite additional insulation and an active noise cancellation system, the TLX is still noisier than its competitors. Its generous roster of advanced safety systems includes front-collision warning and avoidance, lane departure warning, lane assist, adaptive cruise control, and blind-spot monitors.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	○
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$30,995-\$44,700  
**Body styles:** sedan  
**Trim lines:** 2.4L, V6, SH-AWD  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (206 hp); 3.5-liter V6 (290 hp)  
**Transmissions:** 8-speed sequential; 9-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Acura TLX
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	New

### FACTS & FIGURES

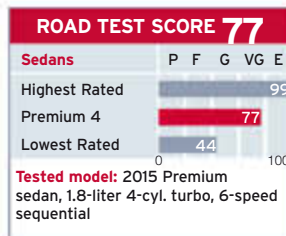
#### Exterior dimensions

Length (in.) ..... 190  
 Width (in.) ..... 74  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 109  
 Weight (lb.) ..... 3,480  
 % weight front/rear .. 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg .... 21/31

## Audi A3



Audi's A3 is a compelling entry-level luxury car, although it lacks some key features for its price. It is a solid, quiet, and nicely finished sedan, with a drum-tight body structure. The firm and controlled ride makes it enjoyable to drive. Base FWD models come with a 1.8-liter engine, which delivered a respectable 27 mpg in our tests. All-wheel-drive cars have a stronger, but less efficient, 2.0-liter engine. Major gripes include complicated controls and a very tight rear seat. A sporty S3 with a 292-hp 2.0-liter turbo, a 2.0-liter diesel, and convertible have been added, and a FWD hatchback will be available with diesel and hybrid powertrains in 2015.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$29,900-\$47,050  
**Body styles:** convertible; sedan  
**Trim lines:** Premium, Premium Plus, Prestige, 2.0 TDI, S3  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbodiesel (150 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp)  
**Transmissions:** 6-speed sequential

RELIABILITY HISTORY	
TROUBLE SPOTS	Audi A3
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	New

### FACTS & FIGURES

#### Exterior dimensions

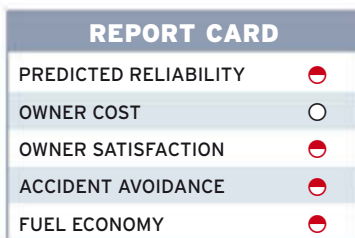
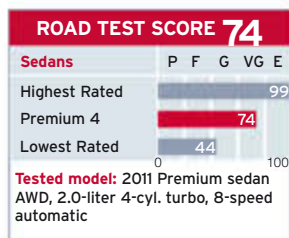
Length (in.) ..... 175  
 Width (in.) ..... 70  
 Height (in.) ..... 56  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,135  
 % weight front/rear .. 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 1,100  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Diesel or premium  
 EPA city/hwy, mpg ... 24/35



## Audi A4



The A4 sports sedan has a solid, high-quality feel and top-grade interior appointments. Agile handling makes it fun to drive, and the firm ride is supple and controlled. The 2.0-liter, turbo four-cylinder engine is mated to an eight-speed automatic. This contributed to a very respectable 25 mpg overall in our tests even with the optional all-wheel drive. FWD versions use a CVT automatic. Tight rear seating and complex controls are demerits. The high-performance S4 sedan comes with a 333-hp, supercharged V6. A blind-spot detection system is available for 2015. We can no longer recommend the A4 because it scored a Poor in the IIHS small-overlap crash test.



**Base price:** \$35,500-\$54,300  
**Body styles:** sedan  
**Trim lines:** 2.0T, S4 3.0T  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (220 hp); 3.0-liter V6 supercharged (333 hp)  
**Transmissions:** 7-speed sequential; 6-speed manual; CVT; 8-speed automatic

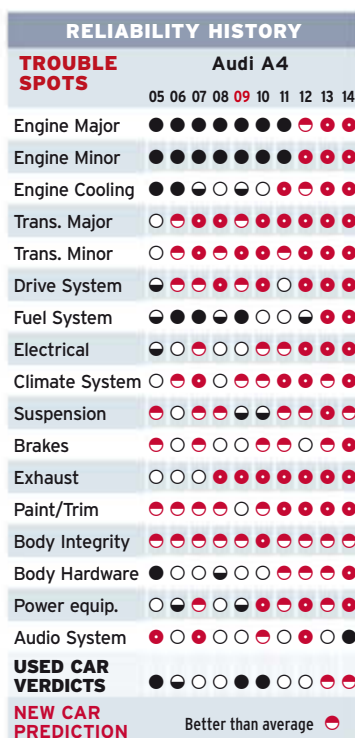
### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 185  
 Width (in.) ..... 72  
 Height (in.) ..... 56  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 3,665  
 % weight front/rear .. 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,060  
 Cargo volume, cu.ft. .... 12.0  
 Towing capacity (lb.) .... NR

#### Fuel

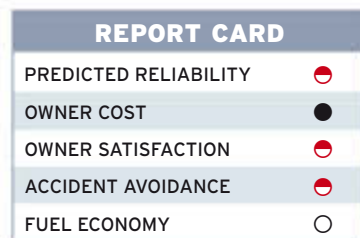
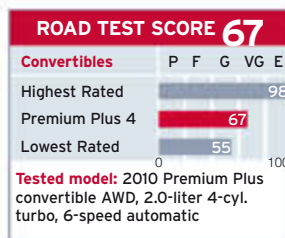
Premium  
 EPA city/hwy, mpg ... 21/29



## Audi A5



The A5 coupe and convertible have quiet, luxurious cabins with room for four. Although the rear seat is snug, it's one of the best in any convertible. The car drives well, with agile handling and a taut, yet compliant suspension. The standard 2.0-liter, turbo four-cylinder delivers ample power but sounds raspy; the eight-speed automatic is super-smooth. The convertible has a shudder-free body structure that is almost devoid of wind buffeting, and the well-insulated soft top can be operated while driving at low speeds. The S5 uses the supercharged V6 and seven-speed automated manual. The high performance RS 5 boasts a 450-hp, 4.2-liter V8 and is a delight to drive.



**Base price:** \$40,000-\$79,200  
**Body styles:** convertible; coupe  
**Trim lines:** 2.0T, S5 3.0T, RS 5 4.2  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbo (220 hp); 3.0-liter V6 supercharged (333 hp); 4.2-liter V8 (450 hp)  
**Transmissions:** 7-speed sequential; 6-speed manual; CVT; 6-speed automatic; 8-speed automatic

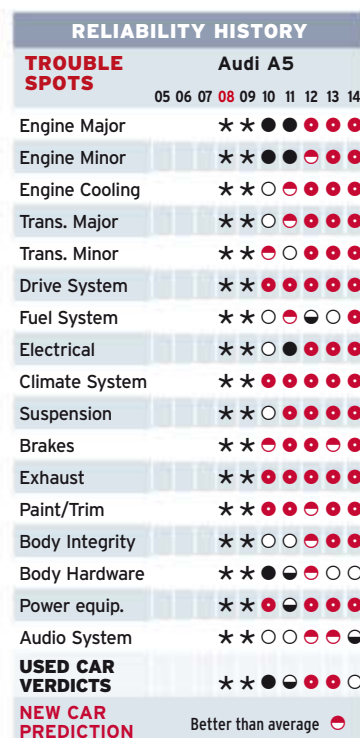
### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 73  
 Height (in.) ..... 54  
 Wheelbase (in.) ..... 108  
 Weight (lb.) ..... 4,050  
 % weight front/rear .. 53/47  
**Cargo measurement**  
 Max. load (lb.) ..... 880  
 Cargo volume, cu.ft. .... 12.0  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg ... 20/30



## Audi A6



The A6 is quick and effortless, thanks to the smooth and refined 3.0-liter supercharged V6, yet it returned a respectable 22 mpg overall in our tests. The base engine is a 2.0-liter four-cylinder turbo. While AWD versions get the super-smooth eight-speed automatic, front-drive cars use a CVT. The A6 rides comfortably, and handling is agile and secure. The cabin is hushed, and the seats and interior quality are top-notch. Some controls are complicated. Standard features on 3.0T and higher trims include a touchpad for inputting radio and navigation commands. A 3.0-liter diesel V6 is available. Reliability of the V6 supercharged and diesel models has been average; the four-cylinder is above average.

ROAD TEST SCORE <b>90</b>				
Sedans	P	F	G	VG E
Highest Rated				99
Premium Plus V6				90
Lowest Rated			44	100
Tested model: 2012 Premium Plus sedan AWD, 3.0-liter V6 supercharged, 8-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$44,800-\$75,500  
**Body styles:** sedan  
**Trim lines:** 2.0T, 3.0T, 3.0 TDI, S6 4.0T  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (220 hp); 3.0-liter V6 turbodiesel (240 hp); 3.0-liter V6 supercharged (310 hp); 4.0-liter V8 turbo (420 hp)  
**Transmissions:** 7-speed sequential; CVT; 8-speed automatic

## FACTS &amp; FIGURES

## Exterior dimensions

Length (in.) ..... 194  
 Width (in.) ..... 74  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 115  
 Weight (lb.) ..... 4,075  
 % weight front/rear .. 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,100  
 Cargo volume, cu.ft. .... 14.0  
 Towing capacity (lb.) .... NR

## Fuel

Diesel or premium  
 EPA city/hwy, mpg ... 19/28

RELIABILITY HISTORY	
TROUBLE SPOTS	Audi A6 (V6)
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ● ○ ★ ★ ● ● ● ●
Engine Minor	★ ● ● ● ★ ★ ● ● ● ●
Engine Cooling	★ ● ● ● ★ ★ ● ● ● ●
Trans. Major	★ ● ● ● ★ ★ ● ● ● ●
Trans. Minor	★ ● ● ● ★ ★ ● ● ● ●
Drive System	★ ○ ● ● ★ ★ ● ● ● ●
Fuel System	★ ○ ● ● ★ ★ ● ● ● ●
Electrical	★ ○ ● ● ★ ★ ● ● ● ●
Climate System	★ ○ ● ● ★ ★ ● ● ● ●
Suspension	★ ○ ● ● ★ ★ ● ● ● ●
Brakes	★ ○ ○ ○ ★ ★ ● ● ● ●
Exhaust	★ ● ● ● ★ ★ ● ● ● ●
Paint/Trim	★ ● ● ● ★ ★ ● ● ● ●
Body Integrity	★ ● ● ● ★ ★ ● ● ● ●
Body Hardware	★ ○ ○ ● ★ ★ ● ● ● ●
Power equip.	★ ● ● ● ★ ★ ● ● ● ●
Audio System	★ ● ○ ● ★ ★ ● ● ● ●
<b>USED CAR VERDICTS</b>	★ ○ ● ● ★ ★ ● ● ● ●
<b>NEW CAR PREDICTION</b>	Average ○

## Audi A7



The A7 is a stylish, coupe-like hatchback version of the A6 that sacrifices some comfort, access, rear seat room, and visibility for sportiness. The 3.0-liter, supercharged V6 is smooth and delivers effortless power, while the new diesel is impressively subdued and powerful, yet returned 28 mpg overall. The ride, especially with the 20-inch wheels, may be overly firm. The interior is very luxurious, but the controls take some familiarity. Audi's standard navigation system includes a touchpad for destination entry. A WiFi hotspot is also offered. A sportier S7 with a 4.0-liter turbo V8 and a higher-performance RS 7 with a 560-hp V8 are offered. A blind-spot detection system is newly standard for 2015. Reliability has been average.

ROAD TEST SCORE <b>90</b>				
Sedans	P	F	G	VG E
Highest Rated				99
3.0 TDI V6				90
Lowest Rated			44	100
Tested model: 2014 3.0 TDI 4-door hatchback AWD, 3.0-liter V6 turbodiesel, 8-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$65,900-\$106,500  
**Body styles:** 4-door hatchback  
**Trim lines:** 3.0T, 3.0 TDI, S7, RS 7  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbodiesel (240 hp); 3.0-liter V6 supercharged (310 hp); 4.0-liter V8 turbo (420 hp); 4.0-liter V8 turbo (560 hp)  
**Transmissions:** 7-speed sequential; 8-speed automatic

## FACTS &amp; FIGURES

## Exterior dimensions

Length (in.) ..... 196  
 Width (in.) ..... 75  
 Height (in.) ..... 56  
 Wheelbase (in.) ..... 115  
 Weight (lb.) ..... 4,235  
 % weight front/rear .. 54/46  
**Cargo measurement**  
 Max. load (lb.) ..... 1,100  
 Cargo volume, cu.ft. .... 25.0  
 Towing capacity (lb.) .... NR

## Fuel

Diesel or premium  
 EPA city/hwy, mpg ... 24/38

RELIABILITY HISTORY	
TROUBLE SPOTS	Audi A7 (diesel)
	05 06 07 08 09 10 11 12 13 14
Engine Major	●
Engine Minor	●
Engine Cooling	●
Trans. Major	●
Trans. Minor	●
Drive System	●
Fuel System	●
Electrical	●
Climate System	●
Suspension	●
Brakes	●
Exhaust	●
Paint/Trim	●
Body Integrity	●
Body Hardware	●
Power equip.	●
Audio System	○
<b>USED CAR VERDICTS</b>	○
<b>NEW CAR PREDICTION</b>	Average ○

## Audi A8



**A**udi's flagship provides smooth and effortless acceleration, yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. Expect a ride that's firm yet supple. Interior ambience, quality of materials, and craftsmanship are all top-notch. The exceptionally comfortable and supportive front seats have a variety of massage settings. The controls are overly complicated and the trunk is small for a car this size. A 3.0-liter, supercharged V6 is the base engine and the S8 gets a 520-hp, turbo V8. A 3.0-liter V6 diesel is new. The A8 has been freshened for 2015.

ROAD TEST SCORE <b>91</b>					
Sedans	P	F	G	VG	E
Highest Rated					99
L V8					<b>91</b>
Lowest Rated					44
Tested model: 2011 L sedan AWD, 4.2-liter V8, 8-speed automatic					

REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$77,400-\$137,900  
**Body styles:** sedan  
**Trim lines:** 3.0T, 4.0T, 3.0 TDI, S8 4.0T, W12 6.3  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbo-diesel (240 hp); 3.0-liter V6 supercharged (333 hp); 4.0-liter V8 turbo (435 hp); 6.3-liter V12 (500 hp); 4.0-liter V8 turbo (520 hp)  
**Transmissions:** 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 207  
 Width (in.) ..... 77  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 123  
 Weight (lb.) ..... 4,420  
 % weight front/rear .. 56/44

#### Cargo measurement

Max. load (lb.) ..... 1,100  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.) .... NR

#### Fuel

Diesel or premium  
 EPA city/hwy, mpg ... 18/29

RELIABILITY HISTORY	
TROUBLE SPOTS	Audi A8
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

NOT  
ENOUGH  
DATA  
TO  
RATE

## Audi Allroad



**T**he Allroad provides rugged styling details and extra ground clearance for an SUV-like appearance with light off-road capabilities. Agile handling makes it fun to drive and the cabin is quiet and very well finished. A spunky, turbocharged four-cylinder engine, matched with a slick eight-speed automatic, provides decent acceleration. Its 22 mpg overall is competitive with the best small SUVs. Changes for 2015 include a standard power-operated liftgate. As nice as the Allroad is, Audi's Q5 SUV has the same powertrain, costs less, offers more rear-seat room and cargo space, and has a greater towing capacity. Reliability has been well above average.

ROAD TEST SCORE <b>82</b>					
Wagons/hatchbacks	P	F	G	VG	E
Highest Rated					82
Premium 4					<b>82</b>
Lowest Rated					25
Tested model: 2013 Premium wagon AWD, 2.0-liter 4-cyl. turbo, 8-speed automatic					

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$42,400-\$49,800  
**Body styles:** wagon  
**Trim lines:** Premium, Premium Plus, Prestige  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (220 hp)  
**Transmissions:** 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Audi Allroad
	05 06 07 08 09 10 11 12 13 14
Engine Major	★
Engine Minor	★
Engine Cooling	★
Trans. Major	★
Trans. Minor	★
Drive System	★
Fuel System	★
Electrical	★
Climate System	★
Suspension	★
Brakes	★
Exhaust	★
Paint/Trim	★
Body Integrity	★
Body Hardware	★
Power equip.	★
Audio System	★
<b>USED CAR VERDICTS</b>	★
<b>NEW CAR PREDICTION</b>	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 186  
 Width (in.) ..... 71  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 110  
 Weight (lb.) ..... 3,875  
 % weight front/rear .. 53/47

#### Cargo measurement

Max. load (lb.) ..... 1,125  
 Cargo volume, cu.ft. .... 28.5  
 Towing capacity (lb.) ... 1,100

#### Fuel

Premium  
 EPA city/hwy, mpg ... 20/27



## Audi Q3



**A**udi is following the BMW X1, Buick Encore, and Mercedes-Benz GLA by introducing its own compact luxury SUV. Now on sale in North America, the Q3 is primarily based on the Volkswagen Tiguan, as well as components from other VW platforms. It is roughly 10 inches shorter than the Q5 SUV. The standard engine is the 200-hp, 2.0-liter turbocharged gasoline four-cylinder, mated to a conventional six-speed automatic transmission. Front- and all-wheel drive versions are available. A 140-hp, 2.0-liter turbodiesel four-cylinder will be offered at a later date.



## REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	○
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$32,500-\$36,400  
**Body styles:** 4-door SUV  
**Trim lines:** Premium Plus, Prestige  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (200 hp)  
**Transmissions:** 6-speed automatic

## FACTS &amp; FIGURES

## Exterior dimensions

Length (in.) .....173  
 Width (in.) ..... 72  
 Height (in.) ..... 63  
 Wheelbase (in.) ..... 102  
 Weight (lb.) ..... 3,495  
 % weight front/rear .....NA  
**Cargo measurement**  
 Max. load (lb.) .....NA  
 Cargo volume, cu.ft. ....NA  
 Towing capacity (lb.) ....NA

## Fuel

Premium  
 EPA city/hwy, mpg ... 20/28

## RELIABILITY HISTORY

TROUBLE SPOTS	Audi Q3
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

## USED CAR VERDICTS

## NEW CAR PREDICTION

New

NO  
DATA  
NEW  
MODEL

## Audi Q5



**S**tish and sporty, the Q5 is one of the better compact luxury SUVs. It's almost as much fun to drive as a sports sedan, with a steady and composed, if rather firm, ride. Its punchy, turbocharged four-cylinder engine and eight-speed automatic racked up a commendable 21 mpg overall. The four-cylinder got a modest horsepower boost for 2014, but we far prefer the 3.0-liter, supercharged V6 upgrade. A hybrid is also available. The cabin is plush and quiet, with very comfortable seats, but rear-seat and cargo space are modest. A 3.0-liter V6 diesel and an SQ5 with a 354-hp turbo V6 are new. Reliability of the 2.0T version has been average, while the V6 and diesel versions were above average.

## ROAD TEST SCORE 78

SUVs	P	F	G	VG	E
Highest Rated				88	
Premium Plus 4				78	
Lowest Rated	20				100

**Tested model:** 2012 Premium Plus 4-door SUV AWD, 2.0-liter 4-cyl. turbo, 8-speed automatic

## REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$38,900-\$60,200  
**Body styles:** 4-door SUV  
**Trim lines:** 2.0T, Hybrid, 3.0T, 3.0 TDI, SQ5

**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (220 hp); 3.0-liter V6 turbodiesel (240 hp); 2.0-liter 4 hybrid (245 hp); 3.0-liter V6 supercharged (272 hp); 3.0-liter V6 supercharged (354 hp)  
**Transmissions:** 8-speed automatic

## FACTS &amp; FIGURES

## Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 75  
 Height (in.) ..... 65  
 Wheelbase (in.) .....111  
 Weight (lb.) .....4,190  
 % weight front/rear .. 53/47  
**Cargo measurement**  
 Max. load (lb.) .....1,045  
 Cargo volume, cu.ft. ... 32.0  
 Towing capacity (lb.) .. 4,410

## Fuel

Diesel or premium  
 EPA city/hwy, mpg ... 20/28

## RELIABILITY HISTORY

TROUBLE SPOTS	Audi Q5 (4-cyl.)
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

## USED CAR VERDICTS

## NEW CAR PREDICTION

Average ○

## Audi Q7



**A**udi's luxury SUV is roomy and nicely finished inside. The standard powertrain is a supercharged V6 paired with an eight-speed automatic. A more frugal 3.0-liter V6 turbodiesel version is also offered. It is relatively refined and delivers a long cruising range. Handling is fairly nimble, but the Q7 doesn't shine at its limits. The ride is steady, though it's rather stiff at low speeds. Front-seat comfort is excellent, interior fit and finish is impressive, and the cabin is quiet. But the MMI driver-interaction system and associated controls are complex. A very snug third-row seat is standard. A redesigned Q7 will debut soon.

## Audi TT



**T**he TT is enjoyable to drive, but isn't as agile or engaging as a Porsche Boxster or Mercedes-Benz SLK. Handling is responsive and the ride isn't too punishing, but a lot of noise comes through the soft top. It is, however, very convenient to be able to operate the top at speeds up to 30 mph. The interior is nicely finished, with stylish details. Power comes from a punchy, 2.0-liter turbocharged four-cylinder. All TTs get the S-tronic automated manual, which works well and delivers quick, direct-feeling shifts. The manual-only RS trim has been dropped. The coupe has two small rear seats, while the convertible is strictly a two-seater.



### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	◐
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

### ROAD TEST SCORE 80

Roadsters	P	F	G	V	G	E
Highest Rated					85	
Premium Plus 4					80	
Lowest Rated					74	

**Tested model:** 2012 Premium Plus convertible AWD, 2.0-liter 4-cyl. turbo, 6-speed sequential

### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	◐
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	◐

**Base price:** \$47,700-\$64,900

**Body styles:** 4-door SUV

**Trim lines:** 3.0T, 3.0 TDI

**Drive wheels:** AWD

**Seating:** 2 front, 3 rear, 2 third

**Engines:** 3.0-liter V6 turbodiesel (240 hp); 3.0-liter V6 supercharged (280 hp); 3.0-liter V6 supercharged (333 hp)

**Transmissions:** 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Audi Q7
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ★ ★ ● ●
Engine Minor	★ ★ ★ ★ ★ ● ●
Engine Cooling	★ ★ ★ ★ ★ ● ●
Trans. Major	★ ★ ★ ★ ★ ● ●
Trans. Minor	★ ★ ★ ★ ★ ● ●
Drive System	★ ★ ★ ★ ★ ○ ●
Fuel System	★ ★ ★ ★ ★ ◐ ◐
Electrical	★ ★ ★ ★ ★ ● ●
Climate System	★ ★ ★ ★ ★ ◐ ●
Suspension	★ ★ ★ ★ ★ ● ●
Brakes	★ ★ ★ ★ ★ ◐ ●
Exhaust	★ ★ ★ ★ ★ ● ●
Paint/Trim	★ ★ ★ ★ ★ ◐ ●
Body Integrity	★ ★ ★ ★ ★ ◐ ●
Body Hardware	★ ★ ★ ★ ★ ◐ ○
Power equip.	★ ★ ★ ★ ★ ◐ ●
Audio System	★ ★ ★ ★ ★ ● ●
USED CAR VERDICTS	★ ★ ★ ★ ★ ○ ◐
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 200  
Width (in.) ..... 78  
Height (in.) ..... 68  
Wheelbase (in.) ..... 118  
Weight (lb.) ..... 5,260  
% weight front/rear ... 50/50  
**Cargo measurement**  
Max. load (lb.) ..... 1,280  
Cargo volume, cu.ft. .... 37.0  
Towing capacity (lb.) ... 6,600

#### Fuel

Diesel or premium  
EPA city/hwy, mpg ... 16/22

**Base price:** \$40,350-\$51,700

**Body styles:** convertible; coupe

**Trim lines:** 2.0T, TTS 2.0T

**Drive wheels:** AWD

**Seating:** 2 front

**Engines:** 2.0-liter 4 turbo (211 hp); 2.0-liter 4 turbo (265 hp)

**Transmissions:** 6-speed sequential

### RELIABILITY HISTORY

TROUBLE SPOTS	Audi TT
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
USED CAR VERDICTS	
NEW CAR PREDICTION	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 165  
Width (in.) ..... 73  
Height (in.) ..... 54  
Wheelbase (in.) ..... 97  
Weight (lb.) ..... 3,305  
% weight front/rear ... 58/42  
**Cargo measurement**  
Max. load (lb.) ..... 550  
Cargo volume, cu.ft. .... 9.0  
Towing capacity (lb.) ... NR

#### Fuel

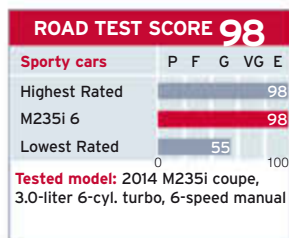
Premium  
EPA city/hwy, mpg ... 23/31

NOT  
ENOUGH  
DATA  
TO  
RATE

## BMW 2 Series



The small 2 Series coupe has razor-sharp handling and a sense of immediacy that is unlike other recent BMWs, which seem to focus more on luxury and comfort. The 228i comes with a 240-hp 2.0-liter four-cylinder while the up-level M235i we tested has a strong and silky smooth 320-hp, 3.0-liter turbo six-cylinder. Transmission choices are a six-speed manual or eight-speed automatic. The excellent front seats are surrounded with ample space, but the rear seats are very cramped. Interior appointments are first rate but the iDrive unified control system remains a bit of a pain to learn and use. All-wheel drive is new for 2015. A convertible will follow soon.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$32,100-\$44,900  
**Body styles:** coupe  
**Trim lines:** 228i, M235i  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (320 hp)  
**Transmissions:** 6-speed manual; 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	BMW 2 Series
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

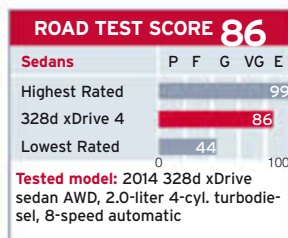
#### Exterior dimensions

Length (in.) .....175  
 Width (in.) .....70  
 Height (in.) .....56  
 Wheelbase (in.) .....106  
 Weight (lb.) .....3,450  
 % weight front/rear .. 53/47  
**Cargo measurement**  
 Max. load (lb.) .....805  
 Cargo volume, cu.ft. ....14.0  
 Towing capacity (lb.) ....NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ....19/28

## BMW 3 Series



The 3 Series is excellent, with commendable ride comfort, noise isolation, and fit and finish. The turbo four-cylinder makes the 328i quick, yet returns a frugal 28 mpg overall. The uplevel 335i uses a smooth and punchy turbo six-cylinder. Handling is very capable, but steering feel is less sharp than before. The diesel 328d gets an impressive 35 mpg overall. A hybrid, an AWD wagon and a less-powerful 320i version are available. The AWD Gran Turismo is a stylish hatchback version. The M3 ultra high-performance version can give Porsches and Corvettes a run for their money. Reliability of the RWD 328i has dropped to below average, the other versions are average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$32,750-\$62,000  
**Body styles:** 4-door hatchback; sedan; wagon  
**Trim lines:** 320i, 328i, 328d, 335i, Hybrid, M3  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (180 hp); 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300, 425 hp); 3.0-liter 6 hybrid (335 hp)  
**Transmissions:** 6-speed manual; 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	BMW 335d, 328d (diesel)
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ● ●
Engine Minor	★ ★ ● ●
Engine Cooling	★ ★ ● ●
Trans. Major	★ ★ ● ●
Trans. Minor	★ ★ ● ●
Drive System	★ ★ ● ●
Fuel System	★ ★ ● ○
Electrical	★ ★ ● ●
Climate System	★ ★ ● ●
Suspension	★ ★ ● ●
Brakes	★ ★ ● ●
Exhaust	★ ★ ● ●
Paint/Trim	★ ★ ● ●
Body Integrity	★ ★ ● ●
Body Hardware	★ ★ ● ○
Power equip.	★ ★ ○ ●
Audio System	★ ★ ○ ●
<b>USED CAR VERDICTS</b>	★ ★ ● ○
<b>NEW CAR PREDICTION</b>	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....183  
 Width (in.) .....71  
 Height (in.) .....56  
 Wheelbase (in.) .....111  
 Weight (lb.) .....3,705  
 % weight front/rear .. 51/49  
**Cargo measurement**  
 Max. load (lb.) .....905  
 Cargo volume, cu.ft. ....17.0  
 Towing capacity (lb.) ....NR  
**Fuel**  
 Diesel or premium  
 EPA city/hwy, mpg ....31/43



## BMW 4 Series



The 4 Series coupe and convertible pack in the style, luxury, and exclusivity. This plush and comfortable line is lower and wider than its 3 Series sedan brethren. It is more of gentlemen touring coupe than a hard-core sports car, yet they're quite capable. Handling is taut, the ride is steady and compliant, and the interior is plush. The rear seat is relatively spacious. The 2.0-liter four-cylinder turbo is sparing with fuel; the 3.0-liter six-cylinder turbo is super smooth with effortless go. All-wheel drive is optional. The M4 is an ultra high-performance version, while the Gran Coupe is a four-door with a rear hatchback. First year reliability has been above average.



### REPORT CARD

PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$40,300-\$74,500  
**Body styles:** convertible; coupe; 4-door hatchback  
**Trim lines:** 428i, 435i, M4  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp); 3.0-liter 6 turbo (425 hp)  
**Transmissions:** 7-speed sequential; 6-speed manual; 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 183  
 Width (in.) ..... 72  
 Height (in.) ..... 54  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 3,470  
 % weight front/rear ... 50/50  
**Cargo measurement**  
 Max. load (lb.) ..... NA  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg ... 21/33

### RELIABILITY HISTORY

TROUBLE SPOTS	BMW 4 Series
	05 06 07 08 09 10 11 12 13 14
Engine Major	●
Engine Minor	●
Engine Cooling	●
Trans. Major	●
Trans. Minor	●
Drive System	●
Fuel System	●
Electrical	●
Climate System	●
Suspension	●
Brakes	●
Exhaust	●
Paint/Trim	●
Body Integrity	●
Body Hardware	●
Power equip.	○
Audio System	○
<b>USED CAR VERDICTS</b>	●
<b>NEW CAR PREDICTION</b>	Better than average ●

## BMW 5 Series



Recommended

The 535i is refined and fuel efficient. In our tests, the turbo-charged six-cylinder engine delivered smooth and strong acceleration, and its eight-speed automatic shifted imperceptibly. At 23 mpg overall, fuel economy is commendable for such a substantial sedan. While the ride is impressive, handling is disappointing. This is mainly because of the car's vague steering and pronounced understeer at its limits. Interior fit and finish is excellent, but some controls are overcomplicated. Hybrid and diesel models are available. The top-level M5 puts out 560 hp from its 4.4-liter turbo-charged V8. Reliability of all versions has been average or better.

### ROAD TEST SCORE 81

Sedans	P	F	G	VG	E
Highest Rated					99
535i 6				81	
Lowest Rated				44	100

**Tested model:** 2011 535i sedan, 3.0-liter 6-cyl. turbo, 8-speed automatic

### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$49,750-\$93,600  
**Body styles:** sedan  
**Trim lines:** 528i, 535i, 535i xDrive, 535d, Hybrid, 550i, 550i xDrive, M5  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0L 4 turbo (240 hp); 3.0L 6 turbodiesel (255 hp); 3.0L 6 turbo (300 hp); 3.0-liter 6 hybrid (335 hp); 4.4L V8 turbo (445, 560 hp)  
**Transmissions:** 7-speed sequential; 6-speed manual; 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	BMW 5 Series (6-cyl., turbo)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ★ ● ● ● ● ●
Engine Minor	● ★ ● ● ● ● ●
Engine Cooling	● ★ ● ● ● ● ●
Trans. Major	○ ★ ● ● ● ● ●
Trans. Minor	○ ★ ● ● ● ● ●
Drive System	● ★ ● ● ● ● ●
Fuel System	● ★ ● ● ● ● ●
Electrical	● ★ ● ● ● ● ●
Climate System	○ ★ ● ● ● ● ●
Suspension	○ ★ ● ● ● ● ●
Brakes	● ★ ● ● ● ● ●
Exhaust	● ★ ● ● ● ● ●
Paint/Trim	● ★ ● ● ● ● ●
Body Integrity	● ★ ● ● ● ● ●
Body Hardware	● ★ ● ● ● ● ●
Power equip.	● ★ ● ● ● ● ●
Audio System	● ★ ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ★ ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 193  
 Width (in.) ..... 73  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 117  
 Weight (lb.) ..... 4,035  
 % weight front/rear ... 51/49  
**Cargo measurement**  
 Max. load (lb.) ..... 1,060  
 Cargo volume, cu.ft. .... 14.0  
 Towing capacity (lb.) .... NR

#### Fuel

Diesel or premium  
 EPA city/hwy, mpg ... 20/30

## BMW 6 Series



**B**ased on the 5 Series, this grand tourer comes as a two-door coupe or convertible, as well as the four-door Gran Coupe. Power comes from a 3.0-liter, turbo six-cylinder or a 4.4-liter V8, mated to either an eight-speed automatic or a six-speed manual. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its predecessor. The M version is even more performance oriented. The manual transmission is unusual for this class and works very well, making this car very fast, capable and enjoyable on the track. All-wheel drive is available.



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$76,100-\$118,200  
**Body styles:** convertible; coupe; sedan  
**Trim lines:** 640i, 640i xDrive, 650i, 650i xDrive, M6  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter 6 turbo (315 hp); 4.4-liter V8 turbo (445, 560 hp)  
**Transmissions:** 7-speed sequential; 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	BMW 6 Series
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical

Climate System  
 Suspension  
 Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware

Power equip.  
 Audio System

### USED CAR VERDICTS

### NEW CAR PREDICTION

NA

NOT  
 ENOUGH  
 DATA  
 TO  
 RATE

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 193  
 Width (in.) ..... 75  
 Height (in.) ..... 54  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 4,355  
 % weight front/rear . . . 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 770  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ... 14/22

## BMW 7 Series



**T**hough comfortable and laden with technology, the 7 Series isn't the crisp, sporty luxury car it once was. Handling lacks agility, and the long-wheelbase 750Li we tested didn't shine at its limits. The ride is steady and supple but not that cushy. The turbocharged V8 is smooth, refined, and punchy. Many controls are complex and frustrating to use. On the plus side, the roomy cabin is super-quiet and impeccably finished, and seat comfort is stellar. All-wheel drive is available, as are hybrid, six- and twelve-cylinder versions, and a new 255-hp diesel model with standard all-wheel drive. Reliability has been average but the 7 Series scored too low in our tests to recommend.

### ROAD TEST SCORE 80

Sedans	P	F	G	VG	E
Highest Rated					99
750Li V8				80	
Lowest Rated			44		100

**Tested model:** 2011 750Li sedan, 4.4-liter V8 turbo, 6-speed automatic

### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$74,000-\$141,200

**Body styles:** sedan  
**Trim lines:** 740i, 740Li, 750i, 750Li, Hybrid, 740Ld, Alpina B7, 760Li  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (315 hp); 3.0-liter 6 hybrid (350 hp); 4.4-liter V8 turbo (445 hp); 6.0-liter V12 turbo (535 hp); 4.4-liter V8 turbo (540 hp)  
**Transmissions:** 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	BMW 7 Series
	05 06 07 08 09 10 11 12 13 14

Engine Major ★ ★ ★ ★ ★ ○ ★ ★  
 Engine Minor ★ ★ ★ ★ ★ ○ ★ ★  
 Engine Cooling ★ ★ ★ ★ ★ ● ★ ★  
 Trans. Major ★ ★ ★ ★ ★ ● ★ ★  
 Trans. Minor ★ ★ ★ ★ ★ ● ★ ★  
 Drive System ★ ★ ★ ★ ★ ● ★ ★  
 Fuel System ★ ★ ★ ★ ★ ● ★ ★  
 Electrical ★ ★ ★ ★ ★ ● ★ ★

Climate System ★ ★ ★ ★ ★ ● ★ ★  
 Suspension ★ ★ ★ ★ ★ ● ★ ★  
 Brakes ★ ★ ★ ★ ★ ● ★ ★  
 Exhaust ★ ★ ★ ★ ★ ● ★ ★  
 Paint/Trim ★ ★ ★ ★ ★ ● ★ ★  
 Body Integrity ★ ★ ★ ★ ★ ● ★ ★  
 Body Hardware ★ ★ ★ ★ ★ ● ★ ★

Power equip. ★ ★ ★ ★ ★ ● ★ ★  
 Audio System ★ ★ ★ ★ ★ ● ★ ★

### USED CAR VERDICTS

### NEW CAR PREDICTION

Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 205  
 Width (in.) ..... 75  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 126  
 Weight (lb.) ..... 4,600  
 % weight front/rear . . . 51/49  
**Cargo measurement**  
 Max. load (lb.) ..... 1,060  
 Cargo volume, cu.ft. .... 18.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Diesel or premium  
 EPA city/hwy, mpg ... 14/22

## BMW X1



The least-expensive BMW is a compact, five-seat SUV that slots below the X3. The base 240-hp, turbocharged four-cylinder, mated to an eight-speed automatic, provides quick acceleration, and is available with rear- or all-wheel drive. The 3.0-liter, 300-hp turbocharged six-cylinder gets a six-speed automatic. Based on the previous-generation 3 Series, the X1 is quite sporty to drive, but ride comfort is on the stiff side and the otherwise sharp and communicative steering feels heavy at low speeds. Noise isolation and interior quality are a notch below BMW's high standards, but still good. Reliability has been average.

## BMW X3



The X3 is one of the best compact upscale SUVs. Its taut ride is composed, but the body tends to rock side-to-side on uneven pavement. Handling is agile and secure. The 2.0-liter, turbo four-cylinder returned a very good 23 mpg overall and the eight-speed automatic shifts seamlessly. But the X3 falls a bit short on refinement, with a diesel-like sound at times. The cabin is beautifully finished and comfortable, with firm and supportive seats up front. The rear seat is roomy, but the cushion is a bit low. Some controls are overly complicated. Reliability has been average. The X3 gets a 2015 freshening, adding a 2.0-liter diesel and a rear-wheel drive version.

ROAD TEST SCORE <b>77</b>				
SUVs	P	F	G	VG E
Highest Rated				88
xDrive28i 4				77
Lowest Rated	20			100
Tested model: 2013 xDrive28i 4-door SUV AWD, 2.0-liter 4-cyl. turbo, 8-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

ROAD TEST SCORE <b>82</b>				
SUVs	P	F	G	VG E
Highest Rated				88
xDrive28i 4				82
Lowest Rated	20			100
Tested model: 2013 xDrive28i 4-door SUV AWD, 2.0-liter 4-cyl. turbo, 8-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$30,900-\$38,800  
**Body styles:** 4-door SUV  
**Trim lines:** sDrive28i, xDrive28i, xDrive35i  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	BMW X1
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	● ●
Electrical	● ●
Climate System	● ●
Suspension	● ●
Brakes	○ ●
Exhaust	● ●
Paint/Trim	● ●
Body Integrity	○ ●
Body Hardware	○ ●
Power equip.	● ●
Audio System	● ●
<b>USED CAR VERDICTS</b>	○ ●
<b>NEW CAR PREDICTION</b>	Average ○

**Base price:** \$38,400-\$45,100  
**Body styles:** 4-door SUV  
**Trim lines:** sDrive28i, xDrive28i, xDrive28d, xDrive35i  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp)  
**Transmissions:** 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	BMW X3 (4-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	● ●
Electrical	● ●
Climate System	● ●
Suspension	● ●
Brakes	○ ●
Exhaust	● ●
Paint/Trim	● ●
Body Integrity	● ●
Body Hardware	○ ●
Power equip.	● ●
Audio System	○ ○
<b>USED CAR VERDICTS</b>	○ ●
<b>NEW CAR PREDICTION</b>	Average ○

FACTS & FIGURES	
Exterior dimensions	
Length (in.)	175
Width (in.)	71
Height (in.)	61
Wheelbase (in.)	104
Weight (lb.)	3,780
% weight front/rear	.51/.49
Cargo measurement	
Max. load (lb.)	905
Cargo volume, cu.ft.	26.0
Towing capacity (lb.)	NR
Fuel	
Premium	
EPA city/hwy, mpg	22/33

FACTS & FIGURES	
Exterior dimensions	
Length (in.)	183
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	111
Weight (lb.)	4,135
% weight front/rear	.49/.51
Cargo measurement	
Max. load (lb.)	905
Cargo volume, cu.ft.	33.0
Towing capacity (lb.)	3,000
Fuel	
Diesel or premium	
EPA city/hwy, mpg	21/28



## BMW X4



The X4 is a coupe-like variant of the X3 that emphasizes sport over utility. Front and rear seats are lowered to keep passengers' heads from rubbing on the low roof. In the process, the cargo space shrinks considerably. All-wheel drive is standard. Engine choices are a 240-hp, 2.0-liter turbo four cylinder and a 300-hp, 3.0-liter turbo six-cylinder. Both are mated to an eight-speed automatic transmission. The X4 is agile, rides tautly, and has a beautifully trimmed cabin. The optional 19-inch tires make the ride a bit too jiggly. The 3.0-liter turbo in the 35i trim is particularly smooth and powerful.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$44,700-\$48,000  
**Body styles:** 4-door SUV  
**Trim lines:** xDrive28i, xDrive35i  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp)  
**Transmissions:** 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 184  
 Width (in.) ..... 74  
 Height (in.) ..... 64  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 4,130  
 % weight front/rear ... 49/51  
**Cargo measurement**  
 Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) . . 3,000  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ... 20/28

### RELIABILITY HISTORY

TROUBLE SPOTS	BMW X4
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension  
 Brakes  
 Exhaust  
 Paint/Trim

Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

New

NO  
DATA  
NEW  
MODEL

## BMW X5



The third generation X5 traded some steering feel and sporty handling for a refined driving experience. The 3.0-liter turbo six-cylinder, paired to a silky-smooth eight-speed automatic, delivers effortless acceleration. It averaged a pretty good 21 mpg overall in our tests. The interior is quiet and impeccably finished, but the optional third-row seat is tiny. BMW's iDrive control system has been improved, but remains complex, and the electronic shifter is unintuitive. Safety systems are comprehensive, but a rear camera is optional. A 4.4-liter V8, a 3.0-liter six-cylinder diesel, and a rear-wheel-drive version are also available. Reliability of the redesign has been average.

### ROAD TEST SCORE 84

SUVs	P	F	G	VG	E
Highest Rated				88	
xDrive35i 6			84		
Lowest Rated	20				100

**Tested model:** 2014 xDrive35i 4-door SUV AWD, 3.0-liter 6-cyl. turbo, 8-speed automatic

### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$53,200-\$69,100  
**Body styles:** 4-door SUV  
**Trim lines:** sDrive35i, xDrive35i, xDrive35d, xDrive50i

**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear, 2 third

**Engines:** 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp)

**Transmissions:** 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 76  
 Height (in.) ..... 69  
 Wheelbase (in.) ..... 116  
 Weight (lb.) ..... 4,745  
 % weight front/rear ... 50/50  
**Cargo measurement**  
 Max. load (lb.) ..... 1,345  
 Cargo volume, cu.ft. .... 34.5  
 Towing capacity (lb.) . . 6,000  
**Fuel**  
 Diesel or premium  
 EPA city/hwy, mpg ... 18/27

### RELIABILITY HISTORY

TROUBLE SPOTS	BMW X5 (6-cyl.)
	05 06 07 08 09 10 11 12 13 14

Engine Major ★ ★ ★ ★ ★ ● ● ● ● ●  
 Engine Minor ★ ★ ★ ★ ★ ● ● ● ● ●  
 Engine Cooling ★ ★ ★ ★ ★ ● ● ● ● ●  
 Trans. Major ★ ★ ★ ★ ★ ● ● ● ● ●  
 Trans. Minor ★ ★ ★ ★ ★ ● ● ● ● ●  
 Drive System ★ ★ ★ ★ ★ ○ ● ● ● ●  
 Fuel System ★ ★ ★ ★ ★ ● ● ● ● ●  
 Electrical ★ ★ ★ ★ ★ ● ● ● ● ●  
 Climate System ★ ★ ★ ★ ★ ● ● ● ● ●  
 Suspension ★ ★ ★ ★ ★ ● ● ● ● ●  
 Brakes ★ ★ ★ ★ ★ ● ● ● ● ●  
 Exhaust ★ ★ ★ ★ ★ ● ● ● ● ●  
 Paint/Trim ★ ★ ★ ★ ★ ● ● ● ● ●  
 Body Integrity ★ ★ ★ ★ ★ ● ● ● ● ●  
 Body Hardware ★ ★ ★ ★ ★ ● ● ● ● ●  
 Power equip. ★ ★ ★ ★ ★ ● ● ● ● ●  
 Audio System ★ ★ ★ ★ ★ ● ● ● ● ●

### USED CAR VERDICTS

**NEW CAR PREDICTION** Average ○

## BMW X6



The redesigned X6 is a coupe-like sporty SUV based on the X5. That's a good place to start, as the X5 is one of the smoothest, most capable SUVs we've tested. While it's similar to the X5, the styling severely hurts rear visibility, cabin access, and cargo room. More than just a new body, however, the X6 is sportier than the X5, with better handling and a slightly stiffer ride. Most versions are powered by a 3.0-liter, turbocharged six-cylinder, which returned 21 mpg overall in our tested X5. A 4.4-liter turbocharged V8 is also offered. The AWD system can vary the torque from side to side, minimizing understeer. A rear-wheel drive version is new.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$59,600-\$72,900  
**Body styles:** 4-door SUV  
**Trim lines:** sDrive35i, xDrive35i, xDrive50i  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp)  
**Transmissions:** 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	BMW X6
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

New

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 78  
 Height (in.) ..... 67  
 Wheelbase (in.) ..... 116  
 Weight (lb.) ..... 4,895  
 % weight front/rear ... 50/50  
**Cargo measurement**  
 Max. load (lb.) ..... 935  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg ... 18/27

## BMW Z4



The Z4 looks sharp but is unimpressive as a sports car. Handling is capable and secure, but the Z4's fun factor is undermined by vague steering, a penchant to understeer, and a jittery ride. Its 2.0-liter, turbocharged four-cylinder is powerful and returned an impressive 28 mpg overall, but it has a diesel-like clatter at idle. The retractable hardtop keeps the cabin fairly quiet. The well-finished cabin is very snug. The six-speed manual is precise but slightly notchy; an eight-speed automatic is optional, as are powerful six-cylinder engines with a seven-speed sequential transmission.

### ROAD TEST SCORE 74

Roadsters	P	F	G	VG	E
Highest Rated					85
sDrive28i 4					74
Lowest Rated					74

**Tested model:** 2012 sDrive28i convertible, 2.0-liter 4-cyl. turbo, 6-speed manual

### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$48,950-\$65,800  
**Body styles:** convertible  
**Trim lines:** sDrive28i, sDrive35i, sDrive35is  
**Drive wheels:** Rear  
**Seating:** 2 front  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp); 3.0-liter 6 turbo (335 hp)  
**Transmissions:** 7-speed sequential; 6-speed manual; 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	BMW Z4
	05 06 07 08 09 10 11 12 13 14

Engine Major ○ ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Engine Minor ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Engine Cooling ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Trans. Major ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Trans. Minor ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Drive System ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Fuel System ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Electrical ○ ● ○ ★ ★ ★ ★ ★ ★ ★ ★

Climate System ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Suspension ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Brakes ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Exhaust ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Paint/Trim ● ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Body Integrity ○ ● ● ★ ★ ★ ★ ★ ★ ★ ★  
 Body Hardware ○ ○ ○ ★ ★ ★ ★ ★ ★ ★ ★  
 Power equip. ○ ● ○ ★ ★ ★ ★ ★ ★ ★ ★  
 Audio System ● ● ● ★ ★ ★ ★ ★ ★ ★ ★

### USED CAR VERDICTS

**NEW CAR PREDICTION**

NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 167  
 Width (in.) ..... 71  
 Height (in.) ..... 51  
 Wheelbase (in.) ..... 96  
 Weight (lb.) ..... 3,240  
 % weight front/rear .. 47/53  
**Cargo measurement**  
 Max. load (lb.) ..... 560  
 Cargo volume, cu.ft. .... 6.0  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg ... 22/34

## BMW i3



**B**MW's i3 was built from the ground up as an electric car. It is a rear-wheel-drive, four-seat hatchback with a pair of rear-hinged back doors. The electric drive produces the equivalent of 170 hp. An optional two-cylinder engine acts as a generator to extend the range beyond the 72 miles, to about 150 total. Charge times are about four hours on 240-volt circuit, through the 7.4-kW onboard charger. The car uses an aluminum frame and carbon fiber structure to reduce weight. Despite its tall stance the car is very agile. It feels quick and easy to maneuver. The pronounced deceleration when lifting off the gas pedal takes some getting used to.



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	NA
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$41,350-\$45,200  
**Body styles:** 4-door hatchback  
**Trim lines:** Mega, Giga, Tera  
**Drive wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** Electric (170 hp); REX - 0.65-liter 2)  
**Transmissions:** 1-speed direct

### RELIABILITY HISTORY

TROUBLE SPOTS	BMW i3
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

NA

NOT  
 ENOUGH  
 DATA  
 TO  
 RATE

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....157  
 Width (in.) .....70  
 Height (in.) .....62  
 Wheelbase (in.) .....101  
 Weight (lb.) .....3,140  
 % weight front/rear ..45/55  
**Cargo measurement**  
 Max. load (lb.) .....650  
 Cargo volume, cu.ft. ....12.0  
 Towing capacity (lb.) ....NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ... 137/111

## Buick Enclave



**T**he large Enclave is a contemporary SUV with three rows of seats. It is a corporate cousin of the Chevrolet Traverse and GMC Acadia, and uses the same 3.6-liter V6 engine and six-speed automatic. A freshening included improvements to the transmission, ride comfort, and interior quality. We like the Enclave's firm, comfortable, and quiet ride, and found its handling agile and secure. The third-row seat is roomy enough for adults, which is a big plus. Fit and finish is excellent. A forward collision and lane-departure warning system is available. Some of the controls are beginning to show the Enclave's age. Changes for 2015 include an available heated steering wheel.

### ROAD TEST SCORE 77

SUVs	P	F	G	VG	E
Highest Rated					88
CXL V6				77	
Lowest Rated	20				100

**Tested model:** 2009 CXL 4-door SUV AWD, 3.6-liter V6, 6-speed automatic

### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$39,050-\$49,305  
**Body styles:** 4-door SUV  
**Trim lines:** Convenience, Leather, Premium  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.6-liter V6 (288 hp)  
**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Buick Enclave
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

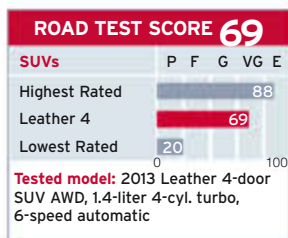
Average ○



## Buick Encore



**T**his subcompact premium SUV is derived from the small Chevrolet Sonic. Smaller than the Toyota RAV4 or Honda CR-V, the Encore boasts a quiet cabin, great maneuverability, and a more comfortable ride than many SUVs that are larger and score higher overall. But the little 1.4-liter turbo four-cylinder and six-speed automatic deliver leisurely acceleration and just so-so fuel economy. Handling is sound if unexceptional. The cabin is reasonably well appointed, but feels narrow and cramped, and the swoopy styling intrudes on the view aft. A standard built-in WiFi hotspot is new for 2015. Reliability has been average but the Encore scored too low to be recommended.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$24,200-\$29,690  
**Body styles:** 4-door SUV  
**Trim lines:** Base, Convenience, Leather, Premium  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (138 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Buick Encore
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	○ ●
Electrical	● ●
Climate System	● ●
Suspension	● ●
Brakes	○ ●
Exhaust	● ●
Paint/Trim	● ●
Body Integrity	○ ●
Body Hardware	● ●
Power equip.	● ●
Audio System	○ ○
<b>USED CAR VERDICTS</b>	● ○
<b>NEW CAR PREDICTION</b>	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 168  
 Width (in.) ..... 70  
 Height (in.) ..... 65  
 Wheelbase (in.) ..... 101  
 Weight (lb.) ..... 3,355  
 % weight front/rear ... 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 945  
 Cargo volume, cu.ft. ... 26.0  
 Towing capacity (lb.) ... NR  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 23/30

## Buick LaCrosse



**T**he LaCrosse is a competitive large sedan, with a refined and powerful 3.6-liter V6 that returns 20 mpg overall. The four-cylinder eAssist mild hybrid delivers good performance and 26 mpg overall, shutting off at idle to save fuel. The ride is steady and supple, and handling is responsive. The interior is luxurious and well finished, and rear-seat room is generous. But the exterior styling compromises visibility fore and aft, and the cockpit is narrow. The interior has simplified controls and the seats are well-padded and comfortable. A rear-view camera is standard for 2015. Reliability of the V6 has improved to average and the four-cylinder is above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	○
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$33,635-\$40,500  
**Body styles:** sedan  
**Trim lines:** Base, Leather, Premium I, Premium II  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (182 hp); 3.6-liter V6 (303 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Buick LaCrosse (4-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ● ● ★
Engine Minor	★ ★ ● ● ★
Engine Cooling	★ ★ ● ● ★
Trans. Major	★ ★ ● ● ★
Trans. Minor	★ ★ ● ● ★
Drive System	★ ★ ● ● ★
Fuel System	★ ★ ● ● ★
Electrical	★ ★ ● ● ★
Climate System	★ ★ ○ ● ★
Suspension	★ ★ ● ● ★
Brakes	★ ★ ● ● ★
Exhaust	★ ★ ● ● ★
Paint/Trim	★ ★ ● ● ★
Body Integrity	★ ★ ● ● ★
Body Hardware	★ ★ ● ● ★
Power equip.	★ ★ ● ● ★
Audio System	★ ★ ○ ● ★
<b>USED CAR VERDICTS</b>	★ ★ ○ ● ★
<b>NEW CAR PREDICTION</b>	Better than average ●

### FACTS & FIGURES

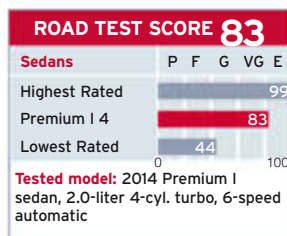
#### Exterior dimensions

Length (in.) ..... 197  
 Width (in.) ..... 73  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,815  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. ... 11.0  
 Towing capacity (lb.) ... NR  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 25/36

## Buick Regal



**T**his well-honed and satisfying sports sedan has a European feel. The Regal has agile handling, quick steering, and a taut, steady ride. The quiet and nicely furnished interior has firm, supportive seats and excellent fit and finish, but the rear seat is snug. The 259-hp, 2.0-liter turbo four-cylinder produces both good performance and fuel economy. Controls for the upgraded infotainment system are mostly simple, and all-wheel-drive is now available on all trim lines. Our tested Regal was quick, fairly quiet, and delivered 24 mpg overall. The optional eAssist mild hybrid enhancement could boost that to about 29 mpg. A standard built-in WiFi hotspot is new for 2015.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	○
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$29,990-\$39,810  
**Body styles:** sedan  
**Trim lines:** Base, Premium I, Premium II, GS  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (182 hp); 2.0-liter 4 turbo (259 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

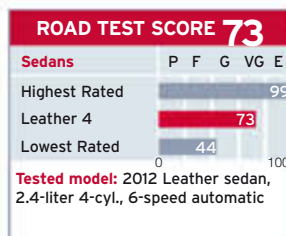
FACTS & FIGURES	
Exterior dimensions	
Length (in.)	190
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	108
Weight (lb.)	3,710
% weight front/rear	.60/.40
Cargo measurement	
Max. load (lb.)	925
Cargo volume, cu.ft.	14.0
Towing capacity (lb.)	NR
Fuel	
Regular	
EPA city/hwy, mpg	20/30

RELIABILITY HISTORY	
TROUBLE SPOTS	Buick Regal
	05 06 07 08 09 10 11 12 13 14
Engine Major	○ ● ● ●
Engine Minor	● ● ● ●
Engine Cooling	● ● ● ●
Trans. Major	● ● ● ●
Trans. Minor	● ● ● ●
Drive System	● ● ● ●
Fuel System	● ● ● ●
Electrical	● ● ● ●
Climate System	● ● ● ●
Suspension	○ ● ● ●
Brakes	● ● ● ●
Exhaust	● ● ● ●
Paint/Trim	○ ● ● ●
Body Integrity	● ● ● ●
Body Hardware	● ● ● ●
Power equip.	● ● ● ●
Audio System	● ● ● ●
USED CAR VERDICTS	
	● ● ● ●
NEW CAR PREDICTION	
	Better than average ●

## Buick Verano



**T**he Verano is based on the Chevrolet Cruze, but with more sound insulation and upscale trimmings. Power comes from a 2.4-liter four-cylinder, but its 24 mpg overall fuel economy is unimpressive for the class. A 2.0-liter, turbocharged four-cylinder makes the car quick. The Verano is very quiet but some engine noise is evident. It rides relatively comfortably and handling is responsive but not that sporty. The interior is nicely finished, but cramped in the rear. Features such as a heated steering wheel are nice, but the lack of power recline and adjustable lumbar support for the driver's seat is chintzy. A standard built-in WiFi hotspot is new for 2015. Reliability has been above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$23,380-\$29,215  
**Body styles:** sedan  
**Trim lines:** Base, Convenience, Leather, Premium  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (180 hp); 2.0-liter 4 turbo (250 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

FACTS & FIGURES	
Exterior dimensions	
Length (in.)	184
Width (in.)	71
Height (in.)	58
Wheelbase (in.)	106
Weight (lb.)	3,465
% weight front/rear	.61/.39
Cargo measurement	
Max. load (lb.)	880
Cargo volume, cu.ft.	14.0
Towing capacity (lb.)	1,000
Fuel	
Regular	
EPA city/hwy, mpg	21/32

RELIABILITY HISTORY	
TROUBLE SPOTS	Buick Verano
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ●
Engine Minor	● ● ● ●
Engine Cooling	● ● ● ●
Trans. Major	● ● ● ●
Trans. Minor	● ● ● ●
Drive System	● ● ● ●
Fuel System	● ● ● ●
Electrical	● ● ● ●
Climate System	● ● ● ●
Suspension	● ● ● ●
Brakes	● ● ● ●
Exhaust	● ● ● ●
Paint/Trim	● ● ● ●
Body Integrity	● ● ● ●
Body Hardware	● ● ● ●
Power equip.	● ● ● ●
Audio System	● ● ● ●
USED CAR VERDICTS	
	● ● ● ●
NEW CAR PREDICTION	
	Better than average ●





## Cadillac Escalade



The Escalade has been redesigned like the mechanically similar Chevrolet Tahoe/Suburban and GMC Yukon/Yukon XL. The standard Magnetic Ride Control makes the ride steady and controlled, though it is a bit stiff at low speeds. Power comes from a new 420-hp, 6.2-liter V8 paired with a six-speed automatic; a better eight-speed automatic replaces it soon. Inside is a more luxurious and well-finished interior, with active noise cancellation for a quieter cabin. Leg and headroom are generous, and the third row finally folds flat. The frustrating CUE infotainment system is standard, with voice and touch-screen controls in place of most conventional knobs and buttons.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$71,695-\$92,840  
**Body styles:** 4-door SUV; extended SUV  
**Trim lines:** Standard, Luxury, Premium  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 6.2-liter V8 (420 hp)  
**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Cadillac Escalade												
	05	06	07	08	09	10	11	12	13	14			
Engine Major	●	★	●	★	★	★	★	★	★	★			
Engine Minor	○	★	●	○	★	★	★	★	★	★			
Engine Cooling	●	★	●	★	★	★	★	★	★	★			
Trans. Major	●	★	○	★	★	★	★	★	★	★			
Trans. Minor	●	★	○	★	★	★	★	★	★	★			
Drive System	●	★	●	★	★	★	○	★	★	★			
Fuel System	●	★	●	★	★	★	★	★	★	★			
Electrical	●	★	●	○	★	★	★	★	★	★			
Climate System	●	★	●	★	★	★	★	○	★	★			
Suspension	●	★	●	○	★	★	★	★	★	★			
Brakes	●	★	●	○	★	★	★	★	★	★			
Exhaust	○	★	●	○	★	★	★	★	★	★			
Paint/Trim	○	★	●	★	★	★	★	★	★	★			
Body Integrity	○	★	●	★	★	★	★	○	★	★			
Body Hardware	○	★	●	★	★	★	★	★	★	★			
Power equip.	○	★	●	★	★	★	★	★	★	★			
Audio System	●	★	●	★	★	★	★	★	★	★			
USED CAR VERDICTS	○	★	●	★	★	★	★	★	★	★			
NEW CAR PREDICTION											New		

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 204  
 Width (in.) ..... 81  
 Height (in.) ..... 74  
 Wheelbase (in.) ..... 116  
 Weight (lb.) ..... 5,845  
 % weight front/rear ..... NA  
**Cargo measurement**  
 Max. load (lb.) ..... 1,365  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) . . . 8,000

#### Fuel

Regular  
 EPA city/hwy, mpg . . . 14/21

## Cadillac SRX



The SRX has fairly agile handling, and the ride is taut yet supple. In our tests the 308-hp, 3.6-liter V6 got 18 mpg overall. Despite its generous horsepower ratings, the SRX feels sluggish and underpowered, particularly in everyday driving. The six-speed automatic shifts smoothly. Inside is a quiet, well-finished, and high-quality interior with very supportive front seats. The CUE infotainment system is excessively convoluted. The second-row seats are snug and wide roof pillars restrict rear visibility. A standard built-in WiFi hotspot is new for 2015. Reliability has been average but the SRX scored too low to recommend.

### ROAD TEST SCORE 67

SUVs	P	F	G	V	G	E
Highest Rated					88	
Luxury V6				67		
Lowest Rated				20		
Tested model: 2013 Luxury 4-door SUV AWD, 3.6-liter V6, 6-speed automatic						

### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$37,605-\$51,730  
**Body styles:** 4-door SUV  
**Trim lines:** Standard, Luxury, Performance, Premium  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (308 hp)  
**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Cadillac SRX												
	05	06	07	08	09	10	11	12	13	14			
Engine Major	★	●	★	★	★	★	★	★	★	★			
Engine Minor	★	●	★	○	★	★	★	★	★	★			
Engine Cooling	★	○	★	★	★	★	★	★	★	★			
Trans. Major	★	○	★	★	★	★	★	★	★	★			
Trans. Minor	★	★	○	★	★	★	★	★	★	★			
Drive System	★	★	★	★	★	★	★	★	★	★			
Fuel System	★	★	○	★	★	★	★	★	★	★			
Electrical	★	○	★	★	★	★	★	★	★	★			
Climate System	★	★	★	★	★	★	★	★	★	★			
Suspension	★	○	★	★	★	★	★	★	★	★			
Brakes	★	○	★	★	★	★	★	★	★	★			
Exhaust	★	★	★	★	★	★	★	★	★	★			
Paint/Trim	★	★	★	★	★	★	★	★	★	★			
Body Integrity	★	○	★	★	★	★	★	★	★	★			
Body Hardware	★	○	★	★	★	★	★	★	★	★			
Power equip.	★	★	★	★	★	★	★	★	★	★			
Audio System	★	★	★	★	★	★	★	★	★	★			
USED CAR VERDICTS	★	○	★	★	★	★	★	★	★	★			
NEW CAR PREDICTION											Average ○		

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 190  
 Width (in.) ..... 75  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 4,525  
 % weight front/rear . . . 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 980  
 Cargo volume, cu.ft. . . . 28.5  
 Towing capacity (lb.) . . 3,500

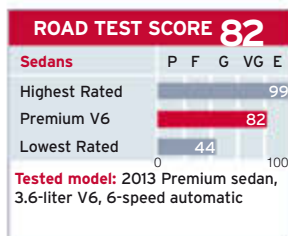
#### Fuel

Regular  
 EPA city/hwy, mpg . . . 16/23

## Cadillac XTS



**C**adillac's XTS is a large front- or all-wheel-drive sedan, a cousin of the Buick LaCrosse. It's luxurious and quiet inside, with a beautifully-executed interior. But the ride is too ordinary for a luxury car and the 3.6-liter V6 engine sounds coarse when prodded. The roomy interior has comfortable seats. But the touch-activated CUE infotainment interface is unintuitive and frustrating to use, and the high rear deck impedes the view aft. The blind-spot warning system vibrates the driver's seat, helping a bit. A Vsport version with a twin-turbo 3.6-liter engine gives the XTS V8-like power. A standard built-in WiFi hotspot is new for 2015. Reliability has been much below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$44,600-\$69,785  
**Body styles:** sedan  
**Trim lines:** Standard, Luxury, Premium, Platinum, Vsport  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (304 hp); 3.6-liter V6 turbo (410 hp)  
**Transmissions:** 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 202  
 Width (in.) ..... 73  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 4,090  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 925  
 Cargo volume, cu.ft. .... 18.0  
 Towing capacity (lb.) ... 1,000

#### Fuel

Regular or premium  
 EPA city/hwy, mpg .... 17/28

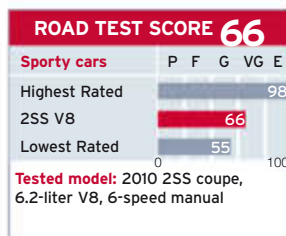
RELIABILITY HISTORY	
TROUBLE SPOTS	Cadillac XTS
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	● ●
Electrical	● ●
Climate System	○ ●
Suspension	○ ●
Brakes	● ●
Exhaust	● ●
Paint/Trim	● ●
Body Integrity	● ●
Body Hardware	● ●
Power equip.	○ ●
Audio System	● ●
<b>USED CAR VERDICTS</b>	● ●
<b>NEW CAR PREDICTION</b>	●

Much worse than average

## Chevrolet Camaro



**T**he Camaro has classic muscle car looks and sound. Our tested Camaro SS was very quick, thanks to its 6.2-liter V8 engine. The base 3.6-liter V6 delivers decent, but unexciting, performance. Handling is very capable, but the car's size and weight makes it feel ponderous. Braking performance on the SS is excellent, and the ride is taut and controlled, but not punishing. The emphasis on exterior and interior styling impacts practicality, bringing severely hampered visibility, unclear controls, a small trunk, and a tiny rear seat. The convertible has an awkward manual top release. High-performance ZL1 and Z/28 versions top the line. Reliability has improved to average of late.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$23,705-\$72,305  
**Body styles:** convertible; coupe  
**Trim lines:** LS, 1LT, 2LT, 1SS, 2SS, ZL1, Z/28  
**Drive wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 3.6-liter V6 (323 hp); 6.2-liter V8 (400 hp); 6.2-liter V8 (426 hp); 7.0-liter V8 (505 hp); 6.2-liter V8 supercharged (580 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 190  
 Width (in.) ..... 76  
 Height (in.) ..... 54  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,900  
 % weight front/rear ... 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 730  
 Cargo volume, cu.ft. .... 11.0  
 Towing capacity (lb.) ... 1,000

#### Fuel

Regular or premium  
 EPA city/hwy, mpg ... 16/24

RELIABILITY HISTORY	
TROUBLE SPOTS	Chevrolet Camaro
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ●
Engine Minor	● ● ● ● ●
Engine Cooling	● ● ● ● ●
Trans. Major	● ● ● ● ●
Trans. Minor	○ ● ● ● ●
Drive System	● ● ● ● ●
Fuel System	● ● ● ● ●
Electrical	● ● ● ● ●
Climate System	● ● ● ● ●
Suspension	● ● ● ● ●
Brakes	● ● ● ● ●
Exhaust	● ● ● ● ●
Paint/Trim	○ ● ● ● ●
Body Integrity	● ● ● ● ●
Body Hardware	○ ● ● ● ●
Power equip.	● ● ● ● ●
Audio System	● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Average ○

## Chevrolet Colorado



**D**eveloped by GM's Brazilian arm, the new Chevrolet Colorado and GMC Canyon arrive with a choice of a 200-hp, 2.5-liter, four-cylinder or GM's 305-hp, 3.6-liter V6. Both are backed by a standard six-speed automatic and offer rear- or four-wheel drive. V6 versions feature a tow-haul mode. The truck comes with big-truck features such as a spring-loaded tailgate. Inside are the latest connectivity systems, including the MyLink Bluetooth audio system. These are the first small trucks to offer forward collision and lane departure warnings, and a backup camera is standard. A 2.8-liter four-cylinder diesel will be offered in 2015.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	○
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$20,120-\$34,115

**Body styles:** extended cab; crew cab

**Trim lines:** WT, LT, Z71

**Drive wheels:** Rear or selectable 4WD

**Seating:** 2 front, 3 rear

**Engines:** 2.5-liter 4 (200 hp); 3.6-liter V6 (305 hp)

**Transmissions:** 6-speed manual; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	213
Width (in.)	74
Height (in.)	79
Wheelbase (in.)	128
Weight (lb.)	4,035
% weight front/rear	NA
<b>Cargo measurement</b>	
Max. load (lb.)	1,450
Cargo volume, cu.ft.	NA
Towing capacity (lb.)	6,700

#### Fuel

Regular

EPA city/hwy, mpg . . . 17/24

### RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Colorado													
	05	06	07	08	09	10	11	12	13	14				
Engine Major	●	●	●	●	●	●	●	●	●	●				
Engine Minor	●	●	●	●	●	●	●	●	●	●				
Engine Cooling	○	●	●	●	●	●	●	●	●	●				
Trans. Major	●	●	●	●	●	●	●	●	●	●				
Trans. Minor	●	●	●	●	●	●	●	●	●	●				
Drive System	●	●	●	●	●	●	●	●	●	●				
Fuel System	●	●	●	●	●	●	●	●	●	●				
Electrical	○	○	○	○	○	○	○	○	○	○				
Climate System	○	○	○	○	○	○	○	○	○	○				
Suspension	●	●	●	●	●	●	●	●	●	●				
Brakes	○	○	○	○	○	○	○	○	○	○				
Exhaust	●	●	●	●	●	●	●	●	●	●				
Paint/Trim	○	○	○	○	○	○	○	○	○	○				
Body Integrity	○	○	○	○	○	○	○	○	○	○				
Body Hardware	○	○	○	○	○	○	○	○	○	○				
Power equip.	○	○	○	○	○	○	○	○	○	○				
Audio System	○	○	○	○	○	○	○	○	○	○				
<b>USED CAR VERDICTS</b>	○	○	○	○	○	○	○	○	○	○				
<b>NEW CAR PREDICTION</b>														

New

## Chevrolet Corvette



**C**hevrolet's seventh-generation Corvette brings sharp-edged styling, more power, a nicer interior, and the return of the famed "Stingray" name. A seven-speed manual is standard; an eight-speed automatic with paddle shifters (new for 2015) is optional. Power comes from a 6.2-liter V8 producing 455 hp. The aluminum frame optimizes weight and strength to benefit fuel economy and handling. Acceleration is blisteringly quick and handling is pinpoint. With the adjustable driving modes the car can be a civilized cruiser or track-ready race car. The interior is now befitting the car's price and the seats are much better. First year reliability of the redesign has been average.

### ROAD TEST SCORE 92

Sporty cars	P	F	G	VG	E
Highest Rated					98
3LT V8					92
Lowest Rated					55

**Tested model:** 2014 3LT 2-door hatchback, 6.2-liter V8, 7-speed manual

### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$54,000-\$83,000

**Body styles:** 2-door hatchback; convertible

**Trim lines:** 1LT, 2LT, 3LT, Z06

**Drive wheels:** Rear

**Seating:** 2 front

**Engines:** 6.2-liter V8 (455 hp); 6.2-liter V8 (460 hp); 6.2-liter V8 supercharged (650 hp)

**Transmissions:** 7-speed manual; 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Corvette, Stingray													
	05	06	07	08	09	10	11	12	13	14				
Engine Major	●	●	●	●	●	●	●	●	●	●				
Engine Minor	○	○	○	○	○	○	○	○	○	○				
Engine Cooling	●	●	●	●	●	●	●	●	●	●				
Trans. Major	○	○	○	○	○	○	○	○	○	○				
Trans. Minor	●	●	●	●	●	●	●	●	●	●				
Drive System	○	○	○	○	○	○	○	○	○	○				
Fuel System	●	●	●	●	●	●	●	●	●	●				
Electrical	●	●	●	●	●	●	●	●	●	●				
Climate System	○	○	○	○	○	○	○	○	○	○				
Suspension	○	○	○	○	○	○	○	○	○	○				
Brakes	○	○	○	○	○	○	○	○	○	○				
Exhaust	●	●	●	●	●	●	●	●	●	●				
Paint/Trim	○	○	○	○	○	○	○	○	○	○				
Body Integrity	○	○	○	○	○	○	○	○	○	○				
Body Hardware	●	●	●	●	●	●	●	●	●	●				
Power equip.	●	●	●	●	●	●	●	●	●	●				
Audio System	●	●	●	●	●	●	●	●	●	●				
<b>USED CAR VERDICTS</b>	○	○	○	○	○	○	○	○	○	○				
<b>NEW CAR PREDICTION</b>														

Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	177
Width (in.)	74
Height (in.)	49
Wheelbase (in.)	107
Weight (lb.)	3,470
% weight front/rear	.49/51
<b>Cargo measurement</b>	
Max. load (lb.)	525
Cargo volume, cu.ft.	15.0
Towing capacity (lb.)	NR

#### Fuel

Premium

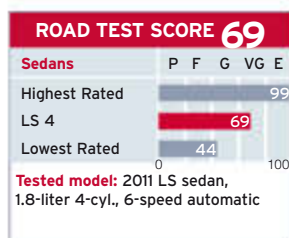
EPA city/hwy, mpg . . . 17/29



## Chevrolet Cruze



The Cruze is Chevrolet's mainstream compact sedan. It feels solid and substantial, handles nicely, and has a firm but controlled ride. The base 1.8-liter four-cylinder and the quieter, more refined up-level turbocharged 1.4-liter each returned an unimpressive 26 mpg. An Eco trim is also available, but improves overall fuel economy by just one mpg. The well-finished cabin feels spacious up front, even for tall drivers, but is cramped in the rear. Noise levels are fairly restrained for a car in this class. The diesel version got 33 mpg overall, and an impressive 49 mpg highway in our tests. Reliability has been below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$17,170-\$24,885  
**Body styles:** sedan  
**Trim lines:** LS, 1LT, Eco, 2LT, LTZ, Turbo Diesel  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (138 hp); 1.8-liter 4 (138 hp); 2.0-liter 4 turbodiesel (151 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Chevrolet Cruze (1.8L)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ●
Engine Minor	○ ● ● ● ●
Engine Cooling	● ● ● ● ●
Trans. Major	● ● ● ● ●
Trans. Minor	● ● ● ● ●
Drive System	● ● ● ● ●
Fuel System	● ● ● ● ●
Electrical	○ ● ● ● ●
Climate System	● ● ● ● ●
Suspension	● ● ● ● ●
Brakes	● ● ● ● ●
Exhaust	● ● ● ● ●
Paint/Trim	● ● ● ● ●
Body Integrity	● ● ● ● ●
Body Hardware	● ● ● ● ●
Power equip.	● ● ● ● ●
Audio System	● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ●
NEW CAR PREDICTION	Worse than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 181  
 Width (in.) ..... 71  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 3,130  
 % weight front/rear . . . 61/39  
**Cargo measurement**  
 Max. load (lb.) ..... 900  
 Cargo volume, cu.ft. . . . 15.0  
 Towing capacity (lb.) . . . 1,000

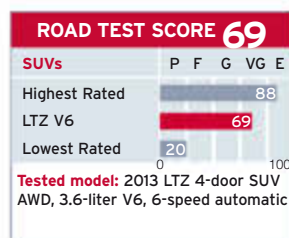
#### Fuel

Regular or diesel  
 EPA city/hwy, mpg . . . 22/35

## Chevrolet Equinox



The Equinox has easy cabin access and a huge rear seat. While the 3.6-liter V6 delivers decent performance, the dithering transmission makes it feel sluggish and fuel economy is just 18 mpg overall. The four-cylinder returned 21 mpg but has to work hard. Handling is sound, if unexceptional, and the ride is fairly compliant. Interior components look snazzy, but feel cheap. Chevy's MyLink infotainment system is easy to use. High-trim LTZ models bring forward-collision and lane-departure warnings, but lack common features like a dual-zone climate system. A standard WiFi hotspot is new. Reliability has been above average, but the Equinox scores too low to be recommended.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	○
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$24,520-\$33,670  
**Body styles:** 4-door SUV  
**Trim lines:** LS, 1LT, 2LT, LTZ  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (182 hp); 3.6-liter V6 (301 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Chevrolet Equinox (V6)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	○ ○ ○ ● ○ ○ ● ○ ○ ○
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 188  
 Width (in.) ..... 73  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 113  
 Weight (lb.) ..... 4,155  
 % weight front/rear . . . 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 1,040  
 Cargo volume, cu.ft. . . . 33.5  
 Towing capacity (lb.) . . . 3,500

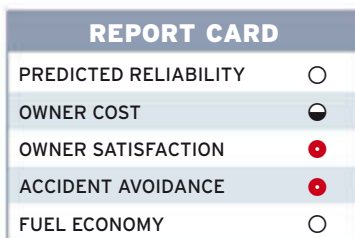
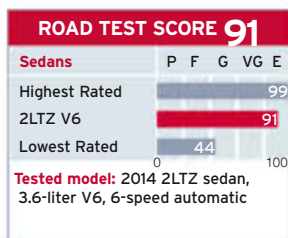
#### Fuel

Regular  
 EPA city/hwy, mpg . . . 16/23

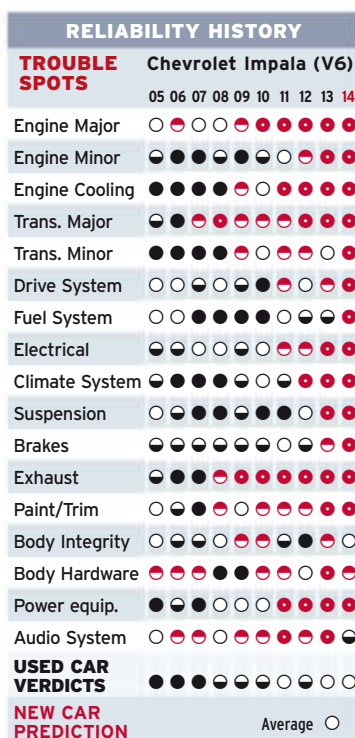
## Chevrolet Impala



The Impala is roomy, comfortable, quiet, and enjoyable to drive. Engine choices include a punchy 3.6-liter V6 and a decent 2.5-liter four-cylinder, both paired with a six-speed automatic. The V6 accelerates and brakes capably, with secure and responsive handling. It even rides like a luxury sedan, feeling cushy and controlled. The full-featured cabin stays very quiet, with a sumptuous backseat and a huge trunk. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced electronic safety features are readily available. A standard WiFi hotspot is new. First year reliability of the redesign has been average for the V6 and much below average for the 4-cylinder.



**Base price:** \$27,060-\$40,660  
**Body styles:** sedan  
**Trim lines:** LS, 1LT, 2LT, 1LTZ, 2LTZ  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (196 hp); 3.6-liter V6 (230 hp); 3.6-liter V6 (305 hp)  
**Transmissions:** 6-speed automatic



### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 201  
 Width (in.) ..... 73  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,855  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 945  
 Cargo volume, cu.ft. .... 19.0  
 Towing capacity (lb.) ... 1,000

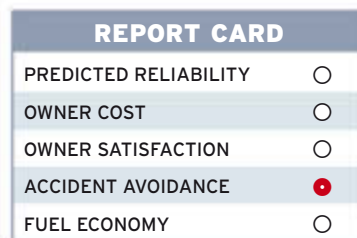
#### Fuel

Regular or cng  
 EPA city/hwy, mpg ... 19/29

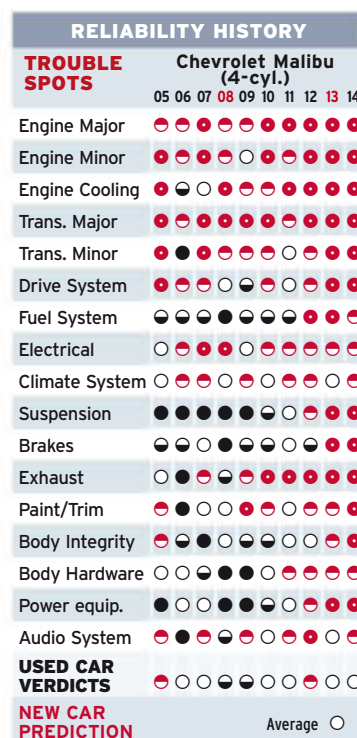
## Chevrolet Malibu



This comfortable and very quiet midsize sedan has a cushy ride and a well-finished interior. Handling is sound, but gets soggy at its limits. The up-level 2.0-liter turbo four-cylinder gets 24 mpg. A 2.5-liter four-cylinder, paired with a six-speed automatic, is standard, and gets 26 mpg overall. Controls are simple and straightforward. The front seats are wide and soft, but lack support on long trips. The backseat is cramped, but trunk room is sufficient even in the hybrid. Changes for 2015 include a standard built-in WiFi hotspot with three months of complimentary data. Reliability has been average.



**Base price:** \$22,465-\$30,480  
**Body styles:** sedan  
**Trim lines:** LS, 1LT, 2LT, 3LT, 1LTZ, 2LTZ  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (196 hp); 2.0-liter 4 turbo (259 hp)  
**Transmissions:** 6-speed automatic



### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 73  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 108  
 Weight (lb.) ..... 3,640  
 % weight front/rear ... 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 925  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.) ... NR

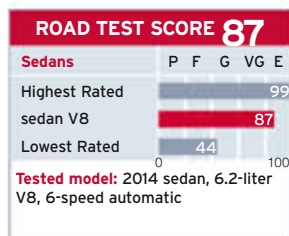
#### Fuel

Regular  
 EPA city/hwy, mpg ... 21/30

## Chevrolet SS



**C**onsider the SS a stealth weapon: a serious performance car cloaked in a restrained exterior with a spacious, comfortable cabin. Its ferocious speed, responsive handling, and fantastic brakes keep pace with many high-end sports sedans. The rear-drive SS comes fully loaded and is powered by a burbling, 415-hp, 6.2-liter V8. Controls are simple, and standard safety gear includes forward-collision alert, lane-departure warning, blind-spot monitors, and a back-up camera with cross-traffic alert. A firm but tolerable ride and a paltry 17 mpg overall are modest drawbacks that go with the territory. A six-speed manual and a standard WiFi hotspot are new for 2015.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$43,475  
**Body styles:** sedan  
**Trim lines:** —  
**Drive wheels:** Rear  
**Seating:** 2 front, 3 rear  
**Engines:** 6.2-liter V8 (415 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Chevrolet SS
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

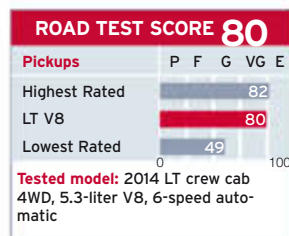
#### Exterior dimensions

Length (in.) ..... 196  
 Width (in.) ..... 75  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 115  
 Weight (lb.) ..... 4,025  
 % weight front/rear . . . 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 915  
 Cargo volume, cu.ft. .... 18.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg .... 14/21

## Chevrolet Silverado 1500



**W**ith its redesign the Silverado (and similar GMC Sierra) are among our top-scoring pickups. Handling is more responsive and the spacious cabin is as quiet as a luxury car's. Benefits include easy cabin access, simple controls, and generous towing and payload capacities. Fuel economy with the popular 5.3-liter V8 crew cab we tested was an exceptional 16 mpg overall. Other engines are a capable 4.3-liter V6 and powerful 6.2-liter V8, which gets an eight-speed automatic for 2015. Its few shortcomings include a jittery ride and front seats that aren't as supportive as those in some competitors. First year reliability of the redesign has been much below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$26,105-\$51,150  
**Body styles:** regular cab; extended cab; crew cab  
**Trim lines:** WT, LT, LTZ, High Country  
**Drive wheels:** Rear, part-time, or selectable 4WD  
**Seating:** 3 front, 3 rear  
**Engines:** 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Chevrolet Silverado 1500 (V8, 4WD)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	○ ● ● ● ● ● ● ● ● ●
Trans. Major	○ ● ● ● ● ● ● ● ● ●
Trans. Minor	○ ○ ○ ○ ○ ○ ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	○ ○ ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ○ ○ ○ ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ○ ○ ○ ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Much worse than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 230  
 Width (in.) ..... 80  
 Height (in.) ..... 74  
 Wheelbase (in.) ..... 144  
 Weight (lb.) ..... 5,415  
 % weight front/rear . . . 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 1,705  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) . . 11,200  
**Fuel**  
 Regular  
 EPA city/hwy, mpg .... 16/22



## Chevrolet Silverado 2500HD



**T**he HD Silverado and its twin the GMC Sierra HD are designed for heavy towing and hauling. The 6.0-liter V8 and 6.6-liter turbodiesel, both mated to a six-speed automatic, carried over on the 2015 redesign. There is also a natural gas (CNG) version of the 6.0-liter V8. GM said that the new cabs and interiors provide increased space and comfort, with extensive storage space. The new Silverado HD is available with safety features such as forward collision alert, lane departure warning, and front and rear park assist. Head-curtain and seat-mounted side air bags are standard.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$31,310-\$48,325

**Body styles:** regular cab;

extended cab; crew cab

**Trim lines:** WT, LT, LTZ

**Drive wheels:** Rear or part-time 4WD

**Seating:** 3 front, 3 rear

**Engines:** 6.0-liter V8 (301 hp); 6.0-liter V8 (360 hp); 6.6-liter V8 turbodiesel (397 hp)

**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Silverado 2500 & 3500 HD (diesel)												
	05	06	07	08	09	10	11	12	13	14			
Engine Major	●	●	●	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	●	●	●	●	●	●	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●	●	●	●
Drive System	●	●	●	●	●	●	●	●	●	●	●	●	●
Fuel System	●	●	●	●	●	●	●	●	●	●	●	●	●
Electrical	●	●	●	●	●	●	●	●	●	●	●	●	●
Climate System	●	●	●	●	●	●	●	●	●	●	●	●	●
Suspension	●	●	●	●	●	●	●	●	●	●	●	●	●
Brakes	●	●	●	●	●	●	●	●	●	●	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●	●	●	●
Paint/Trim	●	●	●	●	●	●	●	●	●	●	●	●	●
Body Integrity	●	●	●	●	●	●	●	●	●	●	●	●	●
Body Hardware	●	●	●	●	●	●	●	●	●	●	●	●	●
Power equip.	●	●	●	●	●	●	●	●	●	●	●	●	●
Audio System	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>USED CAR VERDICTS</b>	○	○	○	○	○	○	○	○	○	○	○	○	○
<b>NEW CAR PREDICTION</b>	New												

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	240
Width (in.)	81
Height (in.)	78
Wheelbase (in.)	154
Weight (lb.)	7,420
% weight front/rear	60/40
<b>Cargo measurement</b>	
Max. load (lb.)	3,175
Cargo volume, cu.ft.	NA
Towing capacity (lb.)	13,000

#### Fuel

Regular or diesel or cng	
EPA city/hwy, mpg	NA

## Chevrolet Sonic



**T**he subcompact Sonic is fairly quick and quiet for the class. It handles responsively, although the steering is a bit darty. The standard 1.8-liter four-cylinder performs well, while the uplevel trim gets a modestly-quicker and thrifter turbo four-cylinder. The sedan has a huge trunk and better visibility, but the hatchback is more versatile. Both have a relatively quiet cabin, but the rear seats are cramped. Crash-test results are impressive. Advanced safety features such as forward-collision alert, lane-departure, and a backup camera are available. Changes for 2015 include a standard WiFi hotspot. Reliability has dropped to below average.

### ROAD TEST SCORE 66

Sedans	P	F	G	V	E
Highest Rated					99
LT 4					66
Lowest Rated					44

**Tested model:** 2012 LT sedan, 1.8-liter 4-cyl., 6-speed automatic

### REPORT CARD

PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$14,245-\$21,945

**Body styles:** 4-door hatchback; sedan

**Trim lines:** LS, LT, LTZ, RS

**Drive wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 1.4-liter 4 turbo (138 hp); 1.8-liter 4 (138 hp)

**Transmissions:** 5-speed manual; 6-speed manual; 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Sonic												
	05	06	07	08	09	10	11	12	13	14			
Engine Major											●	●	●
Engine Minor											●	●	●
Engine Cooling											●	●	○
Trans. Major											●	●	●
Trans. Minor											●	●	●
Drive System											○	●	●
Fuel System											●	●	●
Electrical											●	●	●
Climate System											●	●	○
Suspension											●	●	●
Brakes											○	●	●
Exhaust											●	●	●
Paint/Trim											●	●	●
Body Integrity											○	○	●
Body Hardware											●	●	●
Power equip.											○	○	●
Audio System											●	○	○
<b>USED CAR VERDICTS</b>											○	○	○
<b>NEW CAR PREDICTION</b>	Worse than average ●												

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	173
Width (in.)	68
Height (in.)	60
Wheelbase (in.)	99
Weight (lb.)	2,765
% weight front/rear	62/38
<b>Cargo measurement</b>	
Max. load (lb.)	895
Cargo volume, cu.ft.	14.0
Towing capacity (lb.)	NA

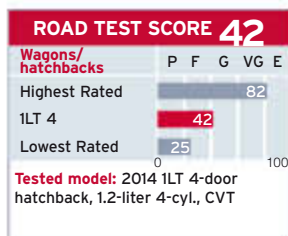
#### Fuel

Regular	
EPA city/hwy, mpg	25/35

## Chevrolet Spark



**C**hevrolet's tiny Spark has standard features like a touch-screen infotainment system. But that doesn't make it a good deal. The best its dinky 84-hp, 1.2-liter four-cylinder can muster is loud and slow acceleration, combined with an unimpressive 31 mpg. The continuously variable transmission revs up the deafening engine roar any time you ask for more power, which is frequently. The cabin is cramped and extremely loud, and the ride is stiff and jittery. Handling is lackluster, but the Spark is easy to park, and has room for two adults in the rear seat. The best version is the electric one, sold only in California and Oregon. A standard WiFi hotspot is new for 2015.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$12,270-\$27,210  
**Body styles:** 4-door hatchback  
**Trim lines:** LS, 1LT, 2LT, EV  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 1.2-liter 4 (84 hp); .0-liter electric (140 hp)  
**Transmissions:** 5-speed manual; 1-speed direct; CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Chevrolet Spark
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 145  
 Width (in.) ..... 63  
 Height (in.) ..... 61  
 Wheelbase (in.) ..... 94  
 Weight (lb.) ..... 2,345  
 % weight front/rear ... 64/36  
**Cargo measurement**  
 Max. load (lb.) ..... 660  
 Cargo volume, cu.ft. .... 11.0  
 Towing capacity (lb.) .... NR

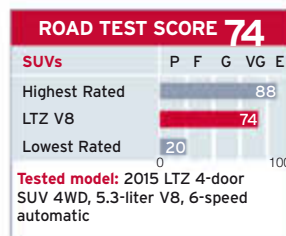
#### Fuel

Regular or electric  
 EPA city/hwy, mpg ... 30/39

## Chevrolet Suburban



**I**f you need space for seven or more passengers, all their stuff, and towing capacity, little else but the Suburban will do. Redesigned for 2015, this hauler got a sumptuous interior, power folding second- and third-row seats, and available blind spot monitoring and cross traffic alert. Beyond that, it's pretty much your old-fashioned Suburban, with a 5.3-liter V8 and six speed automatic, and fuel economy that improves to a whopping 16 mpg. The infotainment system is easy to use, and the Magnetic Ride Control suspension on LTZ trims upgrades ride and handling safety. We have insufficient data to predict reliability of the redesign.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$47,595-\$64,700  
**Body styles:** 4-door SUV  
**Trim lines:** LS, LT, LTZ  
**Drive wheels:** Rear or selectable 4WD  
**Seating:** 3 front, 3 rear, 3 third  
**Engines:** 5.3-liter V8 (355 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Chevrolet Suburban
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	○ ● ● ● ● ● ● ● ● ●
Engine Cooling	○ ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	○ ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	○ ○ ○ ○ ○ ○ ● ● ● ●
Brakes	○ ○ ○ ○ ○ ○ ● ● ● ●
Exhaust	○ ● ● ● ● ● ● ● ● ●
Paint/Trim	○ ● ● ● ● ● ● ● ● ●
Body Integrity	○ ○ ○ ○ ● ● ● ● ● ●
Body Hardware	○ ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	New

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 224  
 Width (in.) ..... 81  
 Height (in.) ..... 74  
 Wheelbase (in.) ..... 130  
 Weight (lb.) ..... 5,945  
 % weight front/rear ... 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 1,455  
 Cargo volume, cu.ft. .... 62.5  
 Towing capacity (lb.) ... 8,000

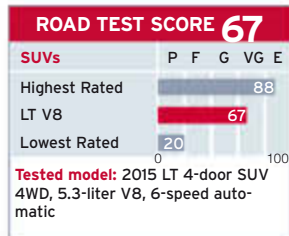
#### Fuel

Regular  
 EPA city/hwy, mpg ... 15/22

## Chevrolet Tahoe



**F**or 2015, the redesigned Tahoe gained a luxurious interior, improved second- and third-row seats, and available electronic features like blind spot monitoring and cross traffic alert. Beyond that, fuel economy from the 5.3-liter V8 and six speed automatic, improves to a whopping 16 mpg. The infotainment system is easy to use, while the Magnetic Ride Control suspension on LTZ trims upgrades ride and handling safety. Properly equipped, the truck-based Tahoe has towing capacity of 8,500 pounds. But that's about all it has going for it compared with better handling and more efficient car-based SUVs. Reliability of the redesign has been average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$44,895-\$62,000  
**Body styles:** 4-door SUV  
**Trim lines:** LS, LT, LTZ  
**Drive wheels:** Rear or selectable 4WD  
**Seating:** 3 front, 3 rear, 3 third  
**Engines:** 5.3-liter V8 (355 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Chevrolet Tahoe (2015)
	05 06 07 08 09 10 11 12 13 15
Engine Major	●
Engine Minor	●
Engine Cooling	●
Trans. Major	●
Trans. Minor	●
Drive System	●
Fuel System	●
Electrical	●
Climate System	●
Suspension	●
Brakes	●
Exhaust	●
Paint/Trim	○
Body Integrity	●
Body Hardware	●
Power equip.	●
Audio System	○
<b>USED CAR VERDICTS</b>	○
<b>NEW CAR PREDICTION</b>	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 204  
 Width (in.) ..... 81  
 Height (in.) ..... 74  
 Wheelbase (in.) ..... 116  
 Weight (lb.) ..... 5,635  
 % weight front/rear . . 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 1,580  
 Cargo volume, cu.ft. . . 47.5  
 Towing capacity (lb.) . . 8,300

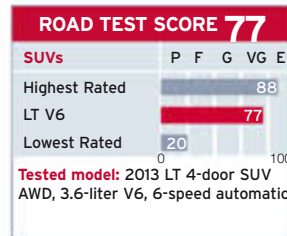
#### Fuel

Regular  
 EPA city/hwy, mpg . . 16/22

## Chevrolet Traverse



**T**he Traverse is one of GM's roomy, car-based three-row SUVs. It has a spacious and quiet interior, with a third-row seat that's roomy enough to accommodate adults. Seating for eight is available. In our tests the smooth and refined 3.6-liter V6 returned 16 mpg overall, but has its work cut out for it with this heavy vehicle. A recent freshening brought the better MyLink infotainment system and head restraints. Handling is relatively agile and secure, and the Traverse steers nicely. The ride is taut yet comfortable and steady. Rear visibility isn't great, but clever extra mirrors reduce side blind spots. Reliability has been above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$30,995-\$43,935  
**Body styles:** 4-door SUV  
**Trim lines:** LS, LT, LTZ  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.6-liter V6 (281 hp); 3.6-liter V6 (288 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Chevrolet Traverse
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ○ ● ● ● ●
Engine Minor	● ○ ● ● ● ●
Engine Cooling	● ● ○ ● ● ●
Trans. Major	○ ● ● ● ● ●
Trans. Minor	● ○ ● ● ● ●
Drive System	○ ● ● ● ● ●
Fuel System	● ● ○ ● ● ●
Electrical	○ ○ ● ● ● ●
Climate System	● ● ● ○ ○ ●
Suspension	● ● ● ● ● ●
Brakes	○ ○ ● ● ● ●
Exhaust	● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ●
Body Integrity	○ ○ ○ ○ ● ●
Body Hardware	● ○ ● ○ ● ●
Power equip.	● ● ○ ● ● ●
Audio System	● ● ○ ○ ● ●
<b>USED CAR VERDICTS</b>	● ● ● ○ ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 204  
 Width (in.) ..... 78  
 Height (in.) ..... 70  
 Wheelbase (in.) ..... 119  
 Weight (lb.) ..... 4,975  
 % weight front/rear . . 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,405  
 Cargo volume, cu.ft. . . 48.5  
 Towing capacity (lb.) . . 5,200

#### Fuel

Regular  
 EPA city/hwy, mpg . . 16/23



## Chevrolet Trax



**C**hevrolet will expand its budget offerings in early 2015 with this bite-sized crossover. Available in front- or all-wheel drive, the Trax will use a turbo 1.4-liter four-cylinder with a six-speed automatic. It will feature the next-generation versions of OnStar and MyLink infotainment systems. That means available 4G LTE, mobile WiFi, and Siri Eyes Free for hands-free iPhone operation. In our test of the mechanically similar Buick Encore, the little 1.4-liter turbo delivered leisurely acceleration, and fuel economy was just so-so. That cabin is reasonably well appointed, but it feels narrow and cramped. The Trax may have more appeal with a Chevrolet price.

## Chevrolet Volt



**T**he Volt electric car has a 1.4-liter engine to extend its typical 35-mile electric range. It's quick and quiet, with a taut ride. Once the battery is depleted, the engine acts as a generator, boosting range by 315 miles. Recharging takes 4 hours on a 240-volt supply and 10 hours with 120 volts. We averaged the equivalent of 99 mpg in electric mode and 32 mpg on premium gas. The four-seat capacity limits practicality, the rear seat is cramped, and visibility is poor. Battery size has been increased from 16 kWh to 17.1, likely leading to more EV-only miles. Reliability has been average. A redesigned Volt arrives in late 2015, with the ability to drive on either motor.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	⊖
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

### ROAD TEST SCORE 68

Fuel efficient hatchbacks	P	F	G	VG	E
Highest Rated				77	
4-door hatchback 4				68	
Lowest Rated			35		

Tested model: 2011 4-door hatchback, 1.4-liter 4-cyl. + electric, automatic

### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	NA
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$20,000-\$30,000E

**Body styles:** 4-door SUV

**Trim lines:** LS, LT, LTZ

**Drive wheels:** Front or AWD

**Seating:** 2 front, 3 rear

**Engines:** 1.4-liter 4 turbo (138 hp)

**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Trax
	05 06 07 08 09 10 11 12 13 14

Engine Major

Engine Minor

Engine Cooling

Trans. Major

Trans. Minor

Drive System

Fuel System

Electrical

Climate System

Suspension

Brakes

Exhaust

Paint/Trim

Body Integrity

Body Hardware

Power equip.

Audio System

**USED CAR VERDICTS**

**NEW CAR PREDICTION**

New

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	169
Width (in.)	70
Height (in.)	66
Wheelbase (in.)	101
Weight (lb.)	3,255
% weight front/rear	NA

#### Cargo measurement

Max. load (lb.)	NA
Cargo volume, cu.ft.	NA
Towing capacity (lb.)	NR

#### Fuel

Regular	
EPA city/hwy, mpg	23/30

**Base price:** \$34,345

**Body styles:** 4-door hatchback

**Trim lines:** -

**Drive wheels:** Front

**Seating:** 2 front, 2 rear

**Engines:** 1.4-liter 4 + electric (150 hp)

**Transmissions:** 1-speed direct

### RELIABILITY HISTORY

TROUBLE SPOTS	Chevrolet Volt
	05 06 07 08 09 10 11 12 13 14

Engine Major

Engine Minor

Engine Cooling

Trans. Major

Trans. Minor

Drive System

Fuel System

Electrical

Climate System

Suspension

Brakes

Exhaust

Paint/Trim

Body Integrity

Body Hardware

Power equip.

Audio System

**USED CAR VERDICTS**

**NEW CAR PREDICTION**

Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	177
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	106
Weight (lb.)	3,750
% weight front/rear	.61/39

#### Cargo measurement

Max. load (lb.)	750
Cargo volume, cu.ft.	11.0
Towing capacity (lb.)	NR

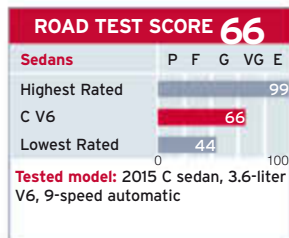
#### Fuel

Premium	
EPA city/hwy, mpg	95/40

## Chrysler 200



The stylish 200 is world's apart from the previous generation. Engine choices are a 2.4-liter four-cylinder and a 3.6-liter V6. Both use a nine-speed automatic. In our tests, we got an impressive 30 mpg overall for the four-cylinder, and 25 mpg for the V6. Handling is sound, but not particularly athletic. The ride is unsettled and snappy in the 200 Limited, but more settled in the 200 C. The front cabin is comfortable, and includes a charging station for smartphones. But the rear seat is a bit cramped and the styling hurts visibility. Available safety features include forward collision and lane departure warnings. All-wheel drive is optional with the V6.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	○
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	⊖

**Base price:** \$21,700-\$30,425  
**Body styles:** sedan  
**Trim lines:** LX, Limited, S, C  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (184 hp); 3.6-liter V6 (295 hp)  
**Transmissions:** 9-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 74  
 Height (in.) ..... 55  
 Wheelbase (in.) ..... 108  
 Weight (lb.) ..... 3,650  
 % weight front/rear ... 61/39  
**Cargo measurement**  
 Max. load (lb.) ..... 900  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.) .... NR

#### Fuel

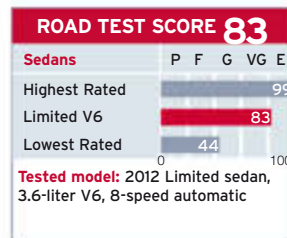
Regular  
 EPA city/hwy, mpg .... 19/32

RELIABILITY HISTORY	
TROUBLE SPOTS	Chrysler 200 Sedan
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● *
Engine Minor	○ ● ● *
Engine Cooling	● ● ● *
Trans. Major	● ● ● *
Trans. Minor	● ○ ● *
Drive System	● ● ● *
Fuel System	● ● ● *
Electrical	● ● ● *
Climate System	● ○ ● *
Suspension	● ● ● *
Brakes	● ● ● *
Exhaust	● ● ● *
Paint/Trim	● ● ● *
Body Integrity	● ● ● *
Body Hardware	○ ○ ● *
Power equip.	○ ● ○ *
Audio System	● ○ ● *
<b>USED CAR VERDICTS</b>	● ● ● *
<b>NEW CAR PREDICTION</b>	New

## Chrysler 300



Chrysler's 300 is roomy and luxurious, and one of the best large sedans on the market. The 5.7-liter V8 is punchy, but fuel economy is only 18 mpg overall with the five-speed automatic. But the 3.6-liter V6, with its smooth eight-speed automatic, stately ride, and responsive handling, is a bargain luxury sedan and our preferred choice. It averaged a good 22 mpg overall in our tests. Inside, the cabin is roomy and nicely trimmed. The Uconnect touch-screen infotainment system is one of the best in the industry. The top-trim SRT uses a potent 6.4-liter V8. Reliability has dropped to below average of late.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	⊖
OWNER SATISFACTION	⊖
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$30,545-\$48,900  
**Body styles:** sedan  
**Trim lines:** Base, S, C, John Varvatos Luxury, SRT  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp); 6.4-liter V8 (465 hp)  
**Transmissions:** 5-speed automatic; 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 199  
 Width (in.) ..... 75  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 120  
 Weight (lb.) ..... 4,095  
 % weight front/rear .. 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 865  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.) ... 1,000

#### Fuel

Regular or premium  
 EPA city/hwy, mpg .... 19/31

RELIABILITY HISTORY	
TROUBLE SPOTS	Chrysler 300
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ○ ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	○ ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	○ ● ● ● ● ● ● ● ● ●
Climate System	● ○ ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	○ ○ ○ ○ ○ ○ ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	○ ○ ● ● ● ● ● ● ● ●
Body Hardware	○ ○ ● ● ● ● ● ● ● ●
Power equip.	○ ○ ○ ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	○ ○ ○ ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Worse than average ⊖

## Chrysler Town & Country



The Town & Country still falls short of the best minivans. High points include a comfortable, settled ride and a quiet, well-equipped, and versatile cabin. The second- and third-row seats that conveniently fold into the floor to maximize cargo space, but the folding seats are thin and not very supportive. Though the 283-hp V6 is polished and powerful enough, the transmission is a generation behind, and fuel economy is unimpressive at 17 mpg overall. Everyday handling is sound, but becomes sloppy when the van is pushed to its limits. Reliability has been below average.

ROAD TEST SCORE <b>72</b>				
Minivans	P	F	G	VG E
Highest Rated				84
Touring-L V6				72
Lowest Rated				72
Tested model: 2011 Touring-L minivan extended, 3.6-liter V6, 6-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$29,995-\$39,995  
**Body styles:** minivan extended  
**Trim lines:** Touring, S, Touring-L, Limited  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear, 3 third  
**Engines:** 3.6-liter V6 (283 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Chrysler Town & Country
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Worse than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 203  
 Width (in.) ..... 79  
 Height (in.) ..... 68  
 Wheelbase (in.) ..... 121  
 Weight (lb.) ..... 4,685  
 % weight front/rear . . 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,150  
 Cargo volume, cu.ft. . . . 61.5  
 Towing capacity (lb.) . . 3,600

#### Fuel

Regular  
 EPA city/hwy, mpg . . . 17/25

## Dodge Challenger



While the look may appear old school, the Challenger definitely is modern. Performance packages include a 485-hp V8, and a 707-hp, 6.2-liter supercharged V8 in the "Hellcat." Transmission choices are a six-speed manual or a new eight-speed automatic. Base models use a 305-hp V6 paired with the automatic. 2015 brings new electric power steering, an updated suspension, improved feel for the electronic shifter, and a redesigned interior. The Challenger been more about grunt than finesse, yet it now has very capable handling. Newly available safety technology includes adaptive cruise control, blind-spot monitoring, rear cross path detection, and forward collision warning.

ROAD TEST SCORE <b>63</b>				
Sporty cars	P	F	G	VG E
Highest Rated				98
R/T V8				63
Lowest Rated				55
Tested model: 2011 R/T coupe, 5.7-liter V8, 6-speed manual				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$26,995-\$58,295  
**Body styles:** coupe  
**Trim lines:** SXT, R/T, SRT  
**Drive wheels:** Rear  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (305 hp); 5.7-liter V8 (375 hp); 6.4-liter V8 (485 hp); 6.2-liter V8 supercharged (707 hp)  
**Transmissions:** 6-speed manual; 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Dodge Challenger
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ● ● ● ● ● ● ● ● ●
Engine Minor	★ ● ● ● ● ● ● ● ● ●
Engine Cooling	★ ● ● ● ● ● ● ● ● ●
Trans. Major	★ ● ● ● ● ● ● ● ● ●
Trans. Minor	★ ● ● ● ● ● ● ● ● ●
Drive System	★ ● ● ● ● ● ● ● ● ●
Fuel System	★ ● ● ● ● ● ● ● ● ●
Electrical	★ ● ● ● ● ● ● ● ● ●
Climate System	★ ● ● ● ● ● ● ● ● ●
Suspension	★ ● ● ● ● ● ● ● ● ●
Brakes	★ ● ● ● ● ● ● ● ● ●
Exhaust	★ ● ● ● ● ● ● ● ● ●
Paint/Trim	★ ● ● ● ● ● ● ● ● ●
Body Integrity	★ ● ● ● ● ● ● ● ● ●
Body Hardware	★ ● ● ● ● ● ● ● ● ●
Power equip.	★ ● ● ● ● ● ● ● ● ●
Audio System	★ ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	★ ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 198  
 Width (in.) ..... 76  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 116  
 Weight (lb.) ..... 4,195  
 % weight front/rear . . 54/46  
**Cargo measurement**  
 Max. load (lb.) ..... 865  
 Cargo volume, cu.ft. . . . 16.0  
 Towing capacity (lb.) . . 1,000

#### Fuel

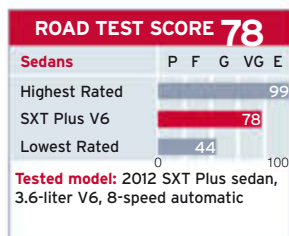
Regular or premium  
 EPA city/hwy, mpg . . . 15/24



## Dodge Charger



The 2015 Charger has extensive exterior changes, as well as interior updates. Along with the Hemi V8, a 292-hp, 3.6-liter V6 and a new 707-hp, 6.2-liter supercharged V8 are available. The new eight-speed automatic is the sole transmission, and all-wheel drive is optional on some models. Also new is forward-collision warning, which can slow or bring the vehicle to a full stop when frontal collision appears imminent. Other safety tech includes adaptive cruise control, and a rear park assist system. The well-designed Uconnect touch screen infotainment system is optional. You can also get on-demand WiFi, making the car a moving hot spot.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$26,495-\$46,385  
**Body styles:** sedan  
**Trim lines:** SE, SXT, R/T, SRT  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (292, 300 hp); 5.7-liter V8 (370 hp); 6.4-liter V8 (470 hp); 6.2-liter V8 supercharged (707 hp)  
**Transmissions:** 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Dodge Charger
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ★ ● ★ ● ● ● ●
Engine Minor	○ ★ ● ★ ● ● ● ●
Engine Cooling	○ ★ ○ ★ ● ● ● ●
Trans. Major	● ★ ● ★ ● ● ● ●
Trans. Minor	● ★ ● ★ ● ● ● ●
Drive System	● ★ ○ ★ ● ● ● ●
Fuel System	● ★ ● ★ ● ● ● ●
Electrical	○ ★ ● ★ ● ● ● ●
Climate System	● ★ ● ★ ● ● ● ●
Suspension	● ★ ● ★ ● ● ● ●
Brakes	● ★ ● ★ ● ● ● ●
Exhaust	● ★ ● ★ ● ● ● ●
Paint/Trim	○ ★ ○ ★ ● ● ● ●
Body Integrity	○ ★ ○ ★ ● ● ● ●
Body Hardware	● ★ ○ ★ ● ● ● ●
Power equip.	● ★ ● ★ ● ● ● ●
Audio System	○ ★ ● ★ ● ● ● ●
USED CAR VERDICTS	○ ★ ● ★ ● ● ● ●
NEW CAR PREDICTION	Much worse than average ●

### FACTS & FIGURES

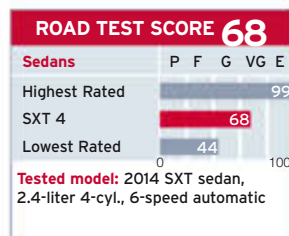
#### Exterior dimensions

Length (in.) ..... 198  
 Width (in.) ..... 75  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 120  
 Weight (lb.) ..... 4,015  
 % weight front/rear .. 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 865  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.) .. 1,000  
**Fuel**  
 Regular or premium  
 EPA city/hwy, mpg .... 19/31

## Dodge Dart



Dodge's compact sedan was updated for 2014, but still falls short. This car does have some good points: Handling is taut and agile, and the ride is composed. Besides that, the front cabin is quite spacious and the optional Uconnect touch screen is one of the better infotainment systems. Updates include improvements to the interior and seats, but the rear remains cramped. The primary powertrain is now a 2.4-liter four-cylinder and smooth six-speed automatic. The 2.4 lacks refinement but is a better choice than the sluggish base 2.0-liter and thrashy optional 1.4-liter turbo four. Reliability of the 2.0-liter has been average, the turbo four is below average, and the 2.4-liter is unknown.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$16,495-\$22,995  
**Body styles:** sedan  
**Trim lines:** SE, SXT, Aero, GT, Limited  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (160 hp); 2.0-liter 4 (160 hp); 2.4-liter 4 (184 hp)  
**Transmissions:** 6-speed sequential; 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Dodge Dart (2.0L)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ★
Engine Minor	● ★
Engine Cooling	● ★
Trans. Major	● ★
Trans. Minor	● ★
Drive System	● ★
Fuel System	● ★
Electrical	● ★
Climate System	● ★
Suspension	● ★
Brakes	● ★
Exhaust	● ★
Paint/Trim	● ★
Body Integrity	● ★
Body Hardware	● ★
Power equip.	● ★
Audio System	● ★
USED CAR VERDICTS	○ ★
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

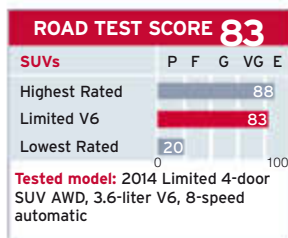
#### Exterior dimensions

Length (in.) ..... 184  
 Width (in.) ..... 72  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 3,260  
 % weight front/rear .. 62/38  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.) .. 1,000  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 23/35

## Dodge Durango



**S**pacious, quiet, and comfortable, the Durango blends civility and capability. It shares its platform with the Jeep Grand Cherokee, but adds the benefit of an available third-row seat. Handling is responsive for such a large vehicle, and the ride is composed and comfortable. A new eight-speed automatic improved performance and fuel economy with both V6 and V8 engines. The optional Uconnect 8.4 infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000-2,000 pounds more than competitors. Limited visibility is a downside, but a rear-view camera is available. Reliability of the redesign has been average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$29,795-\$42,195  
**Body styles:** 4-door SUV  
**Trim lines:** SXT, SXT Plus, Limited, R/T, Citadel  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.6-liter V6 (290 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp)  
**Transmissions:** 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 200  
 Width (in.) ..... 76  
 Height (in.) ..... 71  
 Wheelbase (in.) ..... 120  
 Weight (lb.) ..... 5,105  
 % weight front/rear ... 50/50  
**Cargo measurement**  
 Max. load (lb.) ..... 1,200  
 Cargo volume, cu.ft. ... 44.0  
 Towing capacity (lb.) . . 6,200

#### Fuel

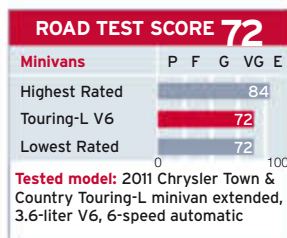
Regular  
 EPA city/hwy, mpg .... 17/25

RELIABILITY HISTORY	
TROUBLE SPOTS	Dodge Durango
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ★ ★ ★ ● ● ● ● ●
Engine Minor	○ ● ★ ★ ★ ○ ● ● ● ●
Engine Cooling	○ ● ★ ★ ★ ● ● ● ● ●
Trans. Major	● ● ★ ★ ★ ● ● ● ● ●
Trans. Minor	○ ● ★ ★ ★ ● ● ● ● ●
Drive System	● ● ★ ★ ★ ○ ● ● ● ●
Fuel System	● ● ★ ★ ★ ● ● ● ● ●
Electrical	○ ● ★ ★ ★ ● ● ● ● ●
Climate System	○ ● ★ ★ ★ ● ● ● ● ●
Suspension	● ● ★ ★ ★ ● ● ● ● ●
Brakes	○ ● ★ ★ ★ ● ● ● ● ●
Exhaust	● ● ★ ★ ★ ● ● ● ● ●
Paint/Trim	● ● ★ ★ ★ ● ● ● ● ●
Body Integrity	○ ● ★ ★ ★ ○ ● ● ● ●
Body Hardware	○ ● ★ ★ ★ ● ● ● ● ●
Power equip.	● ● ★ ★ ★ ○ ● ● ● ●
Audio System	○ ● ★ ★ ★ ● ● ● ● ●
<b>USED CAR VERDICTS</b>	○ ● ★ ★ ★ ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Average ○

## Dodge Grand Caravan



**T**he Grand Caravan still falls short of the best minivans. Like its Town & Country sibling, high points include a comfortable and settled ride, and a quiet, well-equipped cabin that offers considerable versatility. The second- and third-row seats conveniently fold into the floor. While maximizing cargo space, these thinner, less supportive seats compromise seating posture. Though the 283-hp V6 is polished and powerful enough, the transmission is a generation behind, and fuel economy is unimpressive at 17 mpg overall. Everyday handling is sound but becomes sloppy when the van is pushed to its limits. Reliability has been below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$21,195-\$29,995  
**Body styles:** minivan extended  
**Trim lines:** American Value, SE, SXT, R/T  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear, 3 third  
**Engines:** 3.6-liter V6 (283 hp)  
**Transmissions:** 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 203  
 Width (in.) ..... 79  
 Height (in.) ..... 68  
 Wheelbase (in.) ..... 121  
 Weight (lb.) ..... 4,685  
 % weight front/rear . . 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,150  
 Cargo volume, cu.ft. ... 61.5  
 Towing capacity (lb.) . . 3,600

#### Fuel

Regular  
 EPA city/hwy, mpg .... 17/25

RELIABILITY HISTORY	
TROUBLE SPOTS	Dodge Grand Caravan
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Worse than average ●

## Dodge Journey



**D**odge's midsize SUV seats five, with an optional third row that nominally increases seating to seven. The 3.6-liter V6 got only 16 mpg in our tests. The noisy 2.4-liter engine is available only on front-wheel-drive versions. Despite the new engine and updated interior appointments, the Journey is still mediocre overall. It does ride well and the cabin stays quiet, but its lack of agility makes it feel larger than it is. In addition, the transmission is reluctant to downshift and the third-row seat is tiny. Reliability has been well below average.

ROAD TEST SCORE <b>64</b>					
SUVs	P	F	G	VG	E
Highest Rated					88
Lux V6				<b>64</b>	
Lowest Rated	20				100
Tested model: 2011 Lux 4-door SUV AWD, 3.6-liter V6, 6-speed automatic					

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$19,995-\$30,895

**Body styles:** 4-door SUV

**Trim lines:** American Value, SE, SXT, Crossroad, Limited, R/T

**Drive wheels:** Front or AWD

**Seating:** 2 front, 3 rear, 2 third

**Engines:** 2.4-liter 4 (173 hp); 3.6-liter V6 (283 hp)

**Transmissions:** 4-speed automatic; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 192  
Width (in.) ..... 72  
Height (in.) ..... 68  
Wheelbase (in.) ..... 114  
Weight (lb.) ..... 4,410  
% weight front/rear .. 55/45  
**Cargo measurement**  
Max. load (lb.) ..... 1,165  
Cargo volume, cu.ft. .... 37.0  
Towing capacity (lb.) . . 2,500

#### Fuel

Regular  
EPA city/hwy, mpg ... 16/24

RELIABILITY HISTORY	
TROUBLE SPOTS	Dodge Journey
	05 06 07 08 09 10 11 12 13 14
Engine Major	○ ● ● ● ● ● ● ●
Engine Minor	○ ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ●
Trans. Major	○ ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ●
Suspension	○ ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ●
Body Hardware	○ ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	●

Much worse than average

## Dodge SRT Viper



**F**or 2015 the Viper gets a slight power bump to 645 hp from the all-aluminum, 8.4-liter V10, though the six-speed manual is unchanged. This generation SRT Viper is about 100 pounds lighter than the last model, and is designed to appeal to buyers of \$100,000 sports cars who want super high performance along with an upscale, more substantial interior. Three versions are now offered: base, GT, and the upscale GTS. No matter what trim, the Viper is still a loud and brash machine that's all about brute force. It requires a skilled driver to bring out its potential.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$84,995-\$110,000

**Body styles:** coupe

**Trim lines:** Base, GT, GTS

**Drive wheels:** Rear

**Seating:** 2 front

**Engines:** 8.4-liter V10 (645 hp)

**Transmissions:** 6-speed manual

RELIABILITY HISTORY	
TROUBLE SPOTS	Dodge SRT Viper
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 176  
Width (in.) ..... 76  
Height (in.) ..... 49  
Wheelbase (in.) ..... 99  
Weight (lb.) ..... 3,355  
% weight front/rear .. 50/50  
**Cargo measurement**  
Max. load (lb.) ..... NA  
Cargo volume, cu.ft. .... 15.0  
Towing capacity (lb.) . . NR

#### Fuel

Premium  
EPA city/hwy, mpg ... 12/20

NOT  
ENOUGH  
DATA  
TO  
RATE



## Fiat 500



The 500's agile handling and crisp-shifting five-speed manual make it fun to drive. The non-turbo engine and manual returned 33 mpg overall, but require frequent downshifts to keep up with traffic. A 135-hp turbo improves the experience, but the ride is choppy and the cabin noisy. Head room up front is good, but the steering wheel is too far away for some. The rear seats are very tight and difficult to access. The convertible has a clever top. The high-performance Abarth is quick, grips well, and has a sporty exhaust note, and the 500e electric version is enjoyable. Reliability has been well below average. The 500 scored a poor in the IIHS small-overlap crash test.

## Fiat 500L



More than an overgrown 500, the 500L is let down by a jerky sequential automatic, stiff ride, flat seats, and odd driving position. Around town, the 500L feels sluggish and hesitant, but that improves if you choose the new conventional automatic. We like the 500L's easy access, commodious interior, and spacious backseat. A tiny five-inch screen is used to access the simple UConnect system. The car responds eagerly in turns and handles securely at its limits. But the driving position is odd, with a bus-like steering-wheel rake and far-off, four-pillar windshield. The 500L scored a Poor in the IIHS small-overlap crash test. First year reliability has been well below average.

ROAD TEST SCORE <b>54</b>					
Wagons/hatchbacks	P	F	G	VG	E
Highest Rated				68	
Sport 4				<b>54</b>	
Lowest Rated				52	
Tested model: 2012 Sport 2-door hatchback, 1.4-liter 4-cyl., 5-speed manual					

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

ROAD TEST SCORE <b>50</b>					
Wagons/hatchbacks	P	F	G	VG	E
Highest Rated				82	
Easy 4				<b>50</b>	
Lowest Rated				25	
Tested model: 2014 Easy 4-door hatchback, 1.4-liter 4-cyl. turbo, 6-speed sequential					

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$16,645-\$31,800  
**Body styles:** 2-door hatchback; convertible  
**Trim lines:** Pop, Sport, Lounge, Turbo, Abarth, e  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 1.4-liter 4 (101 hp); Electric (111 hp); 1.4-liter 4 turbo (135 hp); 1.4-liter 4 turbo (160 hp)  
**Transmissions:** 5-speed manual; 6-speed automatic

FACTS & FIGURES	
Exterior dimensions	
Length (in.)	140
Width (in.)	64
Height (in.)	60
Wheelbase (in.)	91
Weight (lb.)	2,415
% weight front/rear	.62/.38
Cargo measurement	
Max. load (lb.)	750
Cargo volume, cu.ft.	10.0
Towing capacity (lb.)	NR
Fuel	
Regular or premium or electric	
EPA city/hwy, mpg	30/38

RELIABILITY HISTORY	
TROUBLE SPOTS	Fiat 500
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● *
Engine Minor	● ● *
Engine Cooling	● ○ *
Trans. Major	○ ● *
Trans. Minor	● ● *
Drive System	● ● *
Fuel System	● ● *
Electrical	○ ○ *
Climate System	● ● *
Suspension	● ● *
Brakes	● ● *
Exhaust	● ● *
Paint/Trim	○ ○ *
Body Integrity	● ● *
Body Hardware	● ● *
Power equip.	● ● *
Audio System	○ ● *
USED CAR VERDICTS	
	● ● *
NEW CAR PREDICTION	
	●

**Base price:** \$19,100-\$24,195  
**Body styles:** 4-door hatchback  
**Trim lines:** Pop, Easy, Trekking, Lounge  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (160 hp)  
**Transmissions:** 6-speed sequential; 6-speed manual; 6-speed automatic

FACTS & FIGURES	
Exterior dimensions	
Length (in.)	167
Width (in.)	70
Height (in.)	66
Wheelbase (in.)	103
Weight (lb.)	3,330
% weight front/rear	.61/.39
Cargo measurement	
Max. load (lb.)	860
Cargo volume, cu.ft.	22.5
Towing capacity (lb.)	NR
Fuel	
Premium	
EPA city/hwy, mpg	24/33

RELIABILITY HISTORY	
TROUBLE SPOTS	Fiat 500L
	05 06 07 08 09 10 11 12 13 14
Engine Major	●
Engine Minor	●
Engine Cooling	●
Trans. Major	○
Trans. Minor	●
Drive System	●
Fuel System	●
Electrical	●
Climate System	●
Suspension	●
Brakes	●
Exhaust	●
Paint/Trim	●
Body Integrity	●
Body Hardware	●
Power equip.	●
Audio System	●
USED CAR VERDICTS	
	●
NEW CAR PREDICTION	
	●

## Ford C-MAX



**B**ased on the Focus, the five-passenger C-Max hybrid is a clever, spacious, and practical hatchback. We found it rides well and handles with agility. The regenerative braking system helps fuel economy, but makes the pedal feel touchy. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions, and can run in electric mode up to about 40 mph. To conserve fuel, the engine shuts down when coasting, even at high speeds. We measured an excellent 37 mpg overall. The C-Max Energi plug-in hybrid can travel in electric-only mode for about 18 miles before reverting to regular hybrid operation. It takes 6 hours to charge on 120-volt and 2 1/2 on 240-volt. Reliability is below average.

ROAD TEST SCORE <b>77</b>				
Fuel efficient hatchbacks	P	F	G	VG E
Highest Rated				77
Hybrid SE 4				77
Lowest Rated			35	
Tested model: 2013 Hybrid SE wagon, 2.0-liter 4-cyl. hybrid, CVT				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$24,170-\$31,635

**Body styles:** wagon

**Trim lines:** Hybrid SE, Hybrid SEL, Energi

**Drive wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 electric (188 hp)

**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Ford C-MAX Hybrid
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	○ ●
Electrical	● ●
Climate System	● ●
Suspension	● ●
Brakes	● ●
Exhaust	● ●
Paint/Trim	○ ●
Body Integrity	○ ●
Body Hardware	● ○
Power equip.	● ○
Audio System	● ●
<b>USED CAR VERDICTS</b>	● ●
<b>NEW CAR PREDICTION</b>	●

Much worse than average

## Ford Edge



**T**he Edge has its strong points, but there are better choices. Its 3.5-liter V6 provides lively acceleration and returned 18 mpg in our tests. But the powertrain lacks refinement, and the six-speed automatic isn't very smooth. The 240-hp, turbo four-cylinder returned 21 mpg overall, but is only available on front-wheel-drive versions. The ride is a bit jittery, and road noise is pronounced. The MyFord Touch controls have touch-sensitive buttons that give no tactile feedback, and a distracting touchscreen. Reliability of the V6 has improved to average; the 4-cylinder turbo is well below average. A redesigned Edge arrives in the spring of 2015.

ROAD TEST SCORE <b>66</b>				
SUVs	P	F	G	VG E
Highest Rated				88
SEL V6				66
Lowest Rated			20	
Tested model: 2011 SEL 4-door SUV AWD, 3.5-liter V6, 6-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$28,100-\$39,550

**Body styles:** 4-door SUV

**Trim lines:** SE, SEL, Limited, Sport

**Drive wheels:** Front or AWD

**Seating:** 2 front, 3 rear

**Engines:** 2.0-liter 4 turbo (240 hp); 3.5-liter V6 (285 hp); 3.7-liter V6 (305 hp)

**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Ford Edge (V6)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ●
Trans. Major	○ ○ ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ●
Climate System	○ ○ ○ ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ●
Brakes	○ ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ●
Audio System	○ ○ ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	○ ○ ○ ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	○

Average

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 184  
Width (in.) ..... 76  
Height (in.) ..... 67  
Wheelbase (in.) ..... 111  
Weight (lb.) ..... 4,385  
% weight front/rear .. 57/43

#### Cargo measurement

Max. load (lb.) ..... 910  
Cargo volume, cu.ft. ... 36.5  
Towing capacity (lb.) .. 3,500

#### Fuel

Regular  
EPA city/hwy, mpg ... 18/25

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 174  
Width (in.) ..... 72  
Height (in.) ..... 64  
Wheelbase (in.) ..... 104  
Weight (lb.) ..... 3,615  
% weight front/rear .. 58/42

#### Cargo measurement

Max. load (lb.) ..... 825  
Cargo volume, cu.ft. ... 28.0  
Towing capacity (lb.) .... NR

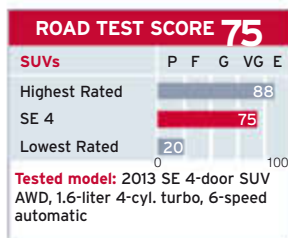
#### Fuel

Regular  
EPA city/hwy, mpg ... 42/37

## Ford Escape



The Escape drives very well, with agile and sporty handling and a composed ride. Most versions have a 1.6-liter turbo four-cylinder, and up-level models use a stronger and quieter 2.0-liter turbo. Both got 22 mpg overall in our tests. While the cabin is quiet, comfort and convenience features are less impressive. The footwell is a bit narrow and the base-level cloth seats are mediocre in support and comfort. The optional leather seats are better shaped. The rest of the interior is roomy enough. Many of the controls are needlessly complicated, especially with the MyFord Touch system. A rear-view camera is standard. Reliability has been below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	○
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$23,100-\$31,260  
**Body styles:** 4-door SUV  
**Trim lines:** S, SE, Titanium  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (168 hp); 1.6-liter 4 turbo (173 hp); 2.0-liter 4 turbo (231 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Ford Escape (2.0L EcoBoost) 05 06 07 08 09 10 11 12 13 14
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	● ●
Electrical	● ●
Climate System	● ●
Suspension	● ●
Brakes	● ●
Exhaust	● ●
Paint/Trim	● ●
Body Integrity	○ ●
Body Hardware	● ●
Power equip.	○ ●
Audio System	● ●
USED CAR VERDICTS	● ○
NEW CAR PREDICTION	Worse than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 178  
 Width (in.) ..... 72  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 3,885  
 % weight front/rear .. 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. ... 35.0  
 Towing capacity (lb.) .. 3,500

#### Fuel

Regular  
 EPA city/hwy, mpg ... 21/28

## Ford Expedition



The big news about this big SUV is that the 3.5-liter EcoBoost V6 engine has made its way under the hood for its 2015 freshening. Ford says that the V6 returns better fuel economy as well as more power and torque than the old 5.4-liter V8. A six-speed automatic is the lone transmission. Both regular- and long-wheelbase versions are available, as well as eight-passenger seating. New features include SYNC with MyFord Touch, push-button start, and blind spot monitoring. Our tests are underway, and it looks like the new V6 will improve upon the dismal 13 mpg overall fuel economy we measured in our last Expedition test.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$43,390-\$63,640  
**Body styles:** 4-door SUV; extended SUV  
**Trim lines:** XLT, Limited, King Ranch, XLT EL, Limited EL, King Ranch EL, Platinum  
**Drive wheels:** Rear or selectable 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 221  
 Width (in.) ..... 79  
 Height (in.) ..... 79  
 Wheelbase (in.) ..... 131  
 Weight (lb.) ..... 6,325  
 % weight front/rear .. 50/50  
**Cargo measurement**  
 Max. load (lb.) ..... 1,570  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) .. 9,100

#### Fuel

Regular  
 EPA city/hwy, mpg ... 15/20

RELIABILITY HISTORY	
TROUBLE SPOTS	Ford Expedition 05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	○ ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	○ ○ ○ ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	○ ○ ○ ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	○ ○ ○ ● ● ● ● ● ● ●
NEW CAR PREDICTION	New



# Ford Explorer



**T**he Explorer shares its car-based platform with the larger Ford Flex. The roomy and versatile interior is well finished and offers a usable third-row seat. Handling is secure but not particularly agile. The ride is steady and absorbent. The standard 3.5-liter V6 is punchy enough, though a bit rough. A 240-hp, 2.0-liter turbocharged four-cylinder is available, but only on front-wheel-drive models. The interior is well-finished and relatively quiet. The optional MyFord Touch control interface is complicated and distracting. A terrain-select system facilitates light off-road capability. Reliability has improved to average.

**ROAD TEST SCORE** **67**

SUVs	P	F	G	VG	E
Highest Rated					88
XLT V6					67
Lowest Rated	20				

**Tested model:** 2011 XLT 4-door SUV AWD, 3.5-liter V6, 6-speed automatic

## REPORT CARD

PREDICTED RELIABILITY	<input type="radio"/>
OWNER COST	<input checked="" type="radio"/>
OWNER SATISFACTION	<input type="radio"/>
ACCIDENT AVOIDANCE	<input type="radio"/>
FUEL ECONOMY	<input checked="" type="radio"/>

**Base price:** \$30,600-\$42,670  
**Body styles:** 4-door SUV  
**Trim lines:** Base, XLT, Limited, Sport  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.5-liter V6 (290 hp); 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic

## FACTS & FIGURES

### Exterior dimensions

Length (in.)	197
Width (in.)	79
Height (in.)	70
Wheelbase (in.)	113
Weight (lb.)	4,780
% weight front/rear	54/46
<b>Cargo measurement</b>	
Max. load (lb.)	1,280
Cargo volume, cu.ft.	42.0
Towing capacity (lb.)	5,000

## Fuel

Regular  
EPA city/hwy, mpg . . . .17/23

## RELIABILITY HISTORY

TROUBLE SPOTS	Ford Explorer (V6)													
	05	06	07	08	09	10	11	12	13	14				
Engine Major	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	○	●	●	●	●	●	●	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	○	○	●	●	●	●	●
Drive System	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Fuel System	●	○	○	●	○	○	○	●	●	●	●	●	●	●
Electrical	●	○	○	●	○	○	○	○	●	●	●	●	●	●
Climate System	●	○	●	●	○	○	○	○	●	●	●	●	●	●
Suspension	●	○	○	○	○	●	○	○	○	○	●	●	●	●
Brakes	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Exhaust	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Paint/Trim	●	○	○	○	○	○	○	○	○	○	○	○	○	○
Body Integrity	●	○	○	○	○	○	○	○	○	○	○	○	○	○
Body Hardware	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Power equip.	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Audio System	○	○	○	○	○	○	○	○	○	○	○	○	○	○
USED CAR VERDICTS	●	●	●	○	○	○	○	○	○	○	○	○	○	○
NEW CAR PREDICTION	Average ○													



# Ford F-150



**F**ord says that the move to an all-aluminum body saves at least 700 pounds compared with the previous F-150. We verified that claim when we weighed a press version with the new 2.7-liter EcoBoost V6 and compared it with previous models we tested. Other notable features include a 360-degree view camera, LED headlights, a remote tailgate release, and integrated loading ramps. In addition to the 2.7-liter V6, Ford will offer a 3.5-liter V6, a 3.5-liter EcoBoost V6, and a 5.0-liter V8. In brief drives we found the 2.7-liter engine plenty strong, while the cabin is comfortable and quiet. Safety features include lane departure warning, adaptive cruise control, and blind spot detection.



## REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	
OWNER SATISFACTION	
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$25,420-\$54,380  
**Body styles:** regular cab; extended cab; crew cab  
**Trim lines:** XL, XLT, Lariat, King Ranch, Platinum  
**Drive wheels:** Part- or full-time 4WD  
**Seating:** 3 front, 3 rear  
**Engines:** 3.5-liter V6 (283 hp); 2.7-liter V6 turbo (325 hp); 5.0-liter V8 (385 hp); 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic

## FACTS & FIGURES

### Exterior dimensions

Length (in.)	232
Width (in.)	80
Height (in.)	77
Wheelbase (in.)	145
Weight (lb.)	5,000
% weight front/rear	NA
<b>Cargo measurement</b>	
Max. load (lb.)	3,060
Cargo volume, cu.ft.	3,060
Towing capacity (lb.)	11,000

## Fuel

Regular  
EPA city/hwy, mpg .. NA/NA

## RELIABILITY HISTORY

TROUBLE SPOTS	Ford F-150 (V8, 4WD)													
	05	06	07	08	09	10	11	12	13	14	15	16	17	18
Engine Major	⬤	○	○	○	○	●	●	●	●	●	●	●	●	●
Engine Minor	○	○	●	○	○	●	○	●	●	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Trans. Major	⬤	○	○	○	○	●	●	●	●	●	●	●	●	●
Trans. Minor	●	○	○	○	○	●	○	○	○	○	○	○	○	○
Drive System	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Fuel System	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Electrical	⬤	○	○	○	○	○	○	○	○	○	○	○	○	○
Climate System	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Suspension	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Brakes	⬤	○	○	○	○	○	○	○	○	○	○	○	○	○
Exhaust	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Paint/Trim	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Body Integrity	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Body Hardware	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Power equip.	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Audio System	●	●	●	●	●	●	●	●	●	●	●	●	●	●
USED CAR VERDICTS	○	○	○	○	○	○	○	○	○	○	○	○	○	○
NEW CAR PREDICTION														New

## Ford F-250



The F-250 is best suited for towing or hauling heavy loads, but handling is very clumsy even for a heavy-duty pickup truck. The ride is much stiffer than the F-150's, but slightly better than that of some heavy-duty competitors. The 6.7-liter V8 turbodiesel got 40 more horsepower for 2015. A V8 gas engine is available. The high floor makes access difficult. Convenience items include built-in controls for proportional braking when towing a trailer. Reliability has been average, but the very low emergency-handling scores prevent us from recommending the F-250.

ROAD TEST SCORE <b>65</b>					
Pickups	P	F	G	VG	E
Highest Rated				82	
Lariat V8				<b>65</b>	
Lowest Rated				49	
Tested model: 2011 Lariat crew cab 4WD, 6.7-liter V8 turbodiesel, 6-speed automatic					

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$31,045-\$54,710  
**Body styles:** regular cab; extended cab; crew cab  
**Trim lines:** XL, XLT, Lariat, King Ranch, Platinum  
**Drive wheels:** Rear or part-time 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 6.2-liter V8 (385 hp); 6.7-liter V8 turbodiesel (440 hp)  
**Transmissions:** 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 247  
 Width (in.) ..... 80  
 Height (in.) ..... 80  
 Wheelbase (in.) ..... 156  
 Weight (lb.) ..... 7,745  
 % weight front/rear . . 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 2,080  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.). 14,000

#### Fuel

Regular or diesel  
 EPA city/hwy, mpg ..... NA

RELIABILITY HISTORY	
TROUBLE SPOTS	Ford F-250 & F-350 (diesel)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ★ ○ ● ● ● ●
Engine Minor	● ● ● ● ★ ● ● ● ● ●
Engine Cooling	● ● ● ● ★ ● ● ● ● ●
Trans. Major	● ● ● ● ★ ● ● ● ● ●
Trans. Minor	○ ○ ● ● ★ ● ● ● ● ●
Drive System	● ● ● ● ★ ○ ● ● ● ●
Fuel System	● ● ● ● ★ ● ● ● ● ●
Electrical	● ● ● ● ★ ○ ● ● ● ●
Climate System	○ ○ ● ● ★ ● ● ● ● ●
Suspension	○ ○ ○ ● ★ ● ● ● ● ●
Brakes	○ ● ○ ○ ★ ○ ● ● ● ●
Exhaust	● ○ ● ● ★ ● ● ● ● ●
Paint/Trim	○ ● ● ● ★ ○ ● ● ● ●
Body Integrity	● ● ● ● ★ ● ● ● ● ●
Body Hardware	● ● ● ● ★ ○ ● ● ● ●
Power equip.	● ● ● ● ★ ● ● ● ● ●
Audio System	● ● ● ● ★ ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ★ ● ● ● ● ●
NEW CAR PREDICTION	Average ○

## Ford Fiesta



The Fiesta subcompact drives nicely, with agile handling and a supple, controlled ride. Interior fit and finish, and equipment levels are also impressive for this class, with soft-touch dash materials and a relatively quiet cabin. But the rear seat is very cramped and the optional MyFord Touch system is difficult to use. In our tests the five-speed manual version felt slow. A six-speed automated manual is also available, and fuel economy with both transmissions is excellent. The sporty, super-agile ST is fun to drive. A 1.0-liter, three-cylinder turbo is available, but only with the manual. Reliability has been well below average.

ROAD TEST SCORE <b>65</b>					
Sedans	P	F	G	VG	E
Highest Rated				99	
SE 4				<b>65</b>	
Lowest Rated				44	
Tested model: 2011 SE sedan, 1.6-liter 4-cyl., 6-speed sequential					

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$14,355-\$21,405  
**Body styles:** 4-door hatchback; sedan  
**Trim lines:** S, SE, Titanium, ST  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 (120 hp); 1.0-liter 3 turbo (123 hp); 1.6-liter 4 turbo (197 hp)  
**Transmissions:** 6-speed sequential; 5-speed manual; 6-speed manual

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 174  
 Width (in.) ..... 68  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 98  
 Weight (lb.) ..... 2,665  
 % weight front/rear . . 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.). . . . NR

#### Fuel

Regular  
 EPA city/hwy, mpg . . . 27/37

RELIABILITY HISTORY	
TROUBLE SPOTS	Ford Fiesta
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ●
Engine Minor	● ● ● ● ●
Engine Cooling	● ● ● ● ●
Trans. Major	● ● ● ● ●
Trans. Minor	● ● ● ● ●
Drive System	● ○ ○ ● ●
Fuel System	● ● ● ● ●
Electrical	● ● ● ● ●
Climate System	● ● ● ● ●
Suspension	● ● ● ● ●
Brakes	● ● ● ● ●
Exhaust	● ● ● ● ●
Paint/Trim	● ● ● ● ●
Body Integrity	● ● ● ● ●
Body Hardware	● ● ● ● ●
Power equip.	○ ● ● ● ●
Audio System	● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ●
NEW CAR PREDICTION	Much worse than average ●

## Ford Flex



**T**he Flex combines SUV-like versatility with car-like driving dynamics. The base 3.5-liter V6 has been updated with more power, and now gets 18 mpg overall. Choosing the optional turbocharged V6 gives you quick acceleration at the sacrifice of just 1 mpg. The Flex rides comfortably and quietly, but handling is not particularly agile. The vast interior is very roomy and has decent fit and finish, but the driver's footwell is too narrow. Rear visibility is somewhat restricted. The MyFord Touch control interface is too complicated and distracting. Reliability of the turbocharged V6 is well below average, but the regular V6 version's is average.

**ROAD TEST SCORE** **71**

SUVs	P	F	G	V	E
Highest Rated					88
SEL V6				71	
Lowest Rated	20				

0 100

**Tested model:** 2013 SEL 4-door SUV AWD, 3.5-liter V6, 6-speed automatic

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	◐
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	◐

**Base price:** \$31,100-\$44,600  
**Body styles:** 4-door SUV  
**Trim lines:** SE, SEL, Limited  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.5-liter V6 (287 hp); 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY															
TROUBLE SPOTS	Ford Flex														
	05	06	07	08	09	10	11	12	13	14					
Engine Major					●	●	●	●	●	●					
Engine Minor					○										
Engine Cooling					○	●	●	●	●	●					
Trans. Major					●	●	●	●	●	●					
Trans. Minor					◐	○	○	●	●	●					
Drive System					●	○	○	●	●	●					
Fuel System					●	○	○	○	○	○					
Electrical					●	○	○	●	●	●					
Climate System					●	●	●	●	●	●					
Suspension					◐	◐	○	○	○	○					
Brakes					●	●	●	◐	○	○					
Exhaust					●	●	●	●	●	●					
Paint/Trim					●	○	○	○	○	○					
Body Integrity					◐	●	●	○	○	○					
Body Hardware					◐	◐	○	○	○	○					
Power equip.					○	○	●	●	●	●					
Audio System					○	◐	○	●	●	●					
USED CAR VERDICTS					◐	◐	○	○	○	○					
NEW CAR PREDICTION					Average ○										

## Ford Focus



The 2015 Focus has received a mid-cycle freshening, with styling updates resembling the current Fusion and Fiesta. Ford says the Focus will be quieter-riding and improve upon its already-impressive agility. A new powertrain is the 123-hp, 1.0-liter three-cylinder turbo, already available on the Fiesta, using a six-speed manual. In the sub-compact Fiesta that engine, with a five-speed manual, got impressive fuel economy and provided good acceleration. But it had to work hard and rev high to get the car up to speed. A rear-view camera, using either a 4.2-inch screen or the uplevel MyFordTouch 8-inch screen is now standard. Reliability has been below average.

**ROAD TEST SCORE** **72**

Sedans	P	F	G	VG	E
Highest Rated	99				
SE 4	72				
Lowest Rated	44				

0 100

**Tested model:** 2012 SE sedan, 2.0-liter 4-cyl., 6-speed sequential

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$16,310-\$24,065  
**Body styles:** 4-door hatchback; sedan  
**Trim lines:** S, SE, SE SFE, Titanium  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (160 hp)  
**Transmissions:** 6-speed sequential; 5-speed manual; 6-speed manual

RELIABILITY HISTORY													
TROUBLE SPOTS	Ford Focus												
	05	06	07	08	09	10	11	12	13	14	15	16	17
Engine Major	●	●	●	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	○	○	○	○	○	●	●	●	●	●	●
Engine Cooling	●	●	●	○	○	○	○	●	●	●	●	●	●
Trans. Major	●	○	○	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●	●	●	●
Drive System	●	●	●	○	○	○	○	○	○	○	○	○	○
Fuel System	●	●	●	●	●	●	●	●	●	●	●	●	●
Electrical	○	○	○	●	●	●	●	●	●	●	●	●	●
Climate System	○	○	○	○	○	○	○	○	○	○	○	○	○
Suspension	○	○	○	○	○	○	○	○	○	○	○	○	○
Brakes	○	○	○	○	○	○	○	○	○	○	○	○	○
Exhaust	●	●	●	●	●	●	●	●	●	●	●	●	●
Paint/Trim	○	○	○	○	○	○	○	○	○	○	○	○	○
Body Integrity	○	○	○	○	○	○	○	○	○	○	○	○	○
Body Hardware	○	○	○	○	○	○	○	○	○	○	○	○	○
Power equip.	○	○	○	○	○	○	○	○	○	○	○	○	○
Audio System	○	○	○	○	○	○	○	○	○	○	○	○	○
USED CAR VERDICTS	●	○	○	○	○	○	○	○	○	○	○	○	○
NEW CAR PREDICTION	Much worse than average ●												

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.) ..... 179  
Width (in.) ..... 72  
Height (in.) ..... 58  
Wheelbase (in.) ..... 104  
Weight (lb.) ..... 2,990  
% weight front/rear ... 60/40

**Cargo measurement**

Max. load (lb.) ..... 825  
Cargo volume, cu.ft. ... 13.0  
Towing capacity (lb.) ... NR

**Fuel**

Regular or premium or electric

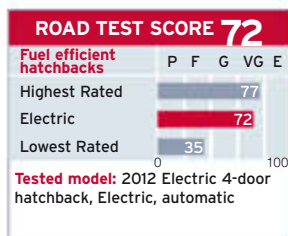
EPA city/hwy. mpg ... 27/37



## Ford Focus Electric



The Focus Electric is one of the best EVs available. It's agile and fun to drive, with quick, well-weighted steering. The ride is supple and controlled, effectively absorbing bumps. In our tests, we averaged 80 miles of range per charge. Energy consumption was the equivalent of 107 mpg. Cold temperatures saw the range plummet to just 55 miles. At \$.11/kWh, the four-hour charge to full costs \$2.40. The cabin is nearly identical to the standard car, but the controls have more interactive displays for the electric drive. The MyFord Touch system is distracting, and the battery pack takes up a lot of cargo room. Reliability of the Electric is unknown, but other Focus versions are below average.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	NA
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$35,170  
**Body styles:** 4-door hatchback  
**Trim lines:** –  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** Electric (143 hp)  
**Transmissions:** 1-speed direct

RELIABILITY HISTORY	
TROUBLE SPOTS	Ford Focus Electric
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....173  
 Width (in.) ..... 72  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,625  
 % weight front/rear ... 49/51  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR

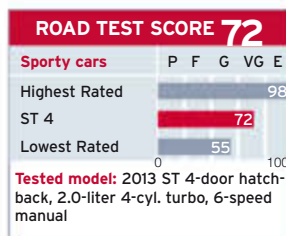
#### Fuel

Electric  
 EPA city/hwy, mpg ... 110/99

## Ford Focus ST



The ST is a dedicated performance hatchback that doesn't beat you up too much. It's powered by a strong 2.0-liter, 252-hp turbo four cylinder that's complimented by a sharp-handling chassis. With the crisp, low-effort six-speed manual, you even get a respectable 25 mpg overall. But the ST isn't for the novice driver. It's the rare FWD car that can swing its tail out during abrupt cornering, even with stability control engaged. The Recaro seats are confining for some and the standard summer tires means you'll need winter tires in the snowbelt. The MyFord Touch system is fussy to use. For an enthusiast driver, the ST is a gas, but reliability is below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	○
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$24,115  
**Body styles:** 4-door hatchback  
**Trim lines:** –  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (252 hp)  
**Transmissions:** 6-speed manual

RELIABILITY HISTORY	
TROUBLE SPOTS	Ford Focus ST
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ★
Engine Minor	● ★
Engine Cooling	● ★
Trans. Major	● ★
Trans. Minor	● ★
Drive System	● ★
Fuel System	● ★
Electrical	● ★
Climate System	● ★
Suspension	● ★
Brakes	● ★
Exhaust	● ★
Paint/Trim	● ★
Body Integrity	○ ★
Body Hardware	○ ★
Power equip.	● ★
Audio System	● ★
<b>USED CAR VERDICTS</b>	● ★
<b>NEW CAR PREDICTION</b>	Worse than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....172  
 Width (in.) ..... 72  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,250  
 % weight front/rear ... 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 21.5  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg ... 23/32

## Ford Fusion



The stylish Fusion is a delight to drive. All versions feel solid and upscale, with a supple ride, agile handling, and a quiet cabin. The main engines are a 1.5- and 2.0-liter turbo four-cylinders, both mated to a six-speed automatic. We averaged 24 and 22 mpg overall, respectively, which isn't stellar. The 1.5-liter does the job, but the 2.0-liter is punchier. We measured 39 mpg overall in the Hybrid, which is excellent, but far from the EPA's 47 mpg rating. All versions have a nicely finished cabin with comfortable seats, but the rear is somewhat snug. Reliability is average for all versions.

ROAD TEST SCORE <b>78</b>				
Sedans	P	F	G	VG E
Highest Rated				99
Titanium 4				78
Lowest Rated				44
Tested model: 2013 Titanium sedan, 2.0-liter 4-cyl. turbo, 6-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	○
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$22,400-\$36,500  
**Body styles:** sedan  
**Trim lines:** S, SE, SE Hybrid, Titanium, Titanium Hybrid, Energi SE, Energi Titanium  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (175 hp); 1.5-liter 4 turbo (181 hp); 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (231 hp)  
**Transmissions:** CVT; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 73  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,615  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.) . . 2,000

#### Fuel

Regular  
 EPA city/hwy, mpg . . 22/33

RELIABILITY HISTORY	
TROUBLE SPOTS	Ford Fusion (2.0L EcoBoost) 05 06 07 08 09 10 11 12 13 14
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	● ●
Electrical	● ●
Climate System	● ●
Suspension	● ●
Brakes	● ●
Exhaust	● ●
Paint/Trim	● ●
Body Integrity	● ●
Body Hardware	● ●
Power equip.	● ●
Audio System	● ●
<b>USED CAR VERDICTS</b>	● ●
<b>NEW CAR PREDICTION</b>	Average ○

## Ford Mustang



The redesigned Mustang can play the part of stylish and sedate or visceral and soul stirring. Base models use a 300-hp, 3.7-liter V6, but the big news is the 310-hp, 2.3-liter turbo four-cylinder that's aimed at balancing punch and fuel economy. Once again, the GT features a V8, producing 435 hp. Both a slick six-speed manual and automatic transmission are offered. Handling is agile and balanced, while the ride is firm, yet tied down. New features include keyless entry, push-button start, and the Sync infotainment system. In addition to fun, technology brings blind-spot detection with cross-traffic alert and active cruise control.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	○
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$23,600-\$41,600  
**Body styles:** 2-door hatchback; convertible  
**Trim lines:** Base, Premium, GT, GT Premium  
**Drive wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 3.7-liter V6 (300 hp); 2.3-liter 4 turbo (310 hp); 5.0-liter V8 (435 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 188  
 Width (in.) ..... 75  
 Height (in.) ..... 54  
 Wheelbase (in.) ..... 107  
 Weight (lb.) ..... 3,720  
 % weight front/rear . . 54/46  
**Cargo measurement**  
 Max. load (lb.) ..... 670  
 Cargo volume, cu.ft. .... 14.0  
 Towing capacity (lb.) . . 1,000

#### Fuel

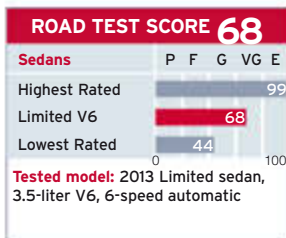
Regular or premium  
 EPA city/hwy, mpg . . 22/31

RELIABILITY HISTORY	
TROUBLE SPOTS	Ford Mustang (V8) 05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	New

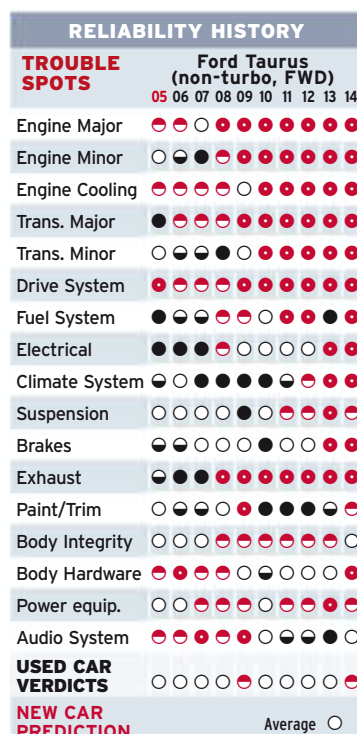
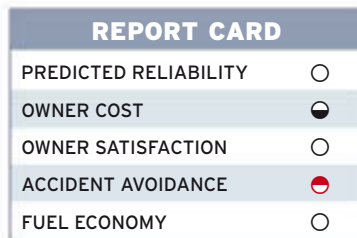
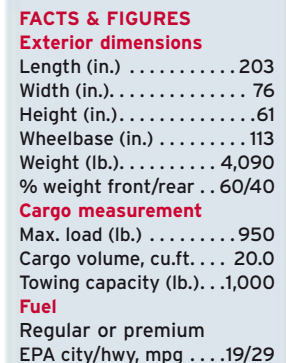
# Ford Taurus



**T**he Taurus puts styling ahead of interior comfort, driver visibility, and ease of use, and the convoluted MyFord Touch control system makes matters worse. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic can be slow to shift and is not that smooth. All-wheel drive is offered with the V6. A more fuel-efficient and refined turbo four-cylinder is available. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. The SHO, with standard all-wheel drive, is quick but not that engaging to drive. A rear-view camera is standard for 2015. Reliability of the Taurus has improved to average.



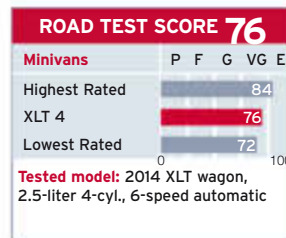
**Base price:** \$26,790-\$40,105  
**Body styles:** sedan  
**Trim lines:** SE, SEL, Limited, SHO  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.5-liter V6 (288 hp); 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic



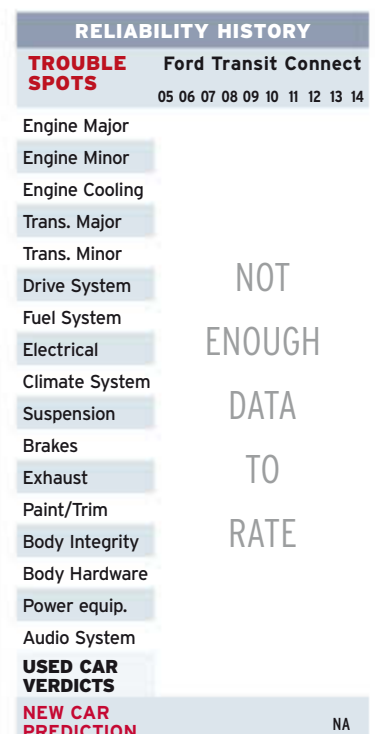
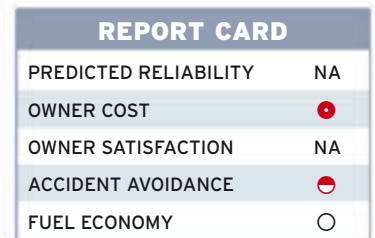
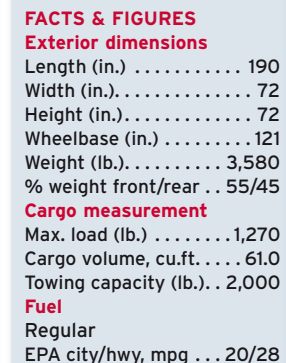
# Ford Transit Connect



**C**onsider this derivative of the Focus a minivan substitute that can seat five or seven. With its boxy shape and very tall roof you'd be challenged to find more passenger space for the money. The steady ride and agile handling is where the positives end, though. This remains a rudimentary vehicle at heart, with an underpowered four-cylinder, low-rent interior, cumbersome folding seats, and a skimpy feature set. Unlike a minivan, you don't get power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg, and we see little indication that the up-level 1.6-liter turbo four would do much better.



**Base price:** \$22,130-\$29,130  
**Body styles:** van; wagon  
**Trim lines:** XLT, XL, Titanium  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.5-liter 4 (169 hp); 1.6-liter 4 turbo (173 hp)  
**Transmissions:** 6-speed automatic



NOT  
ENOUGH  
DATA  
TO  
RATE



## GMC Acadia



The Acadia is one of GM's roomy, car-based three-row SUVs. It has a spacious and quiet interior, with a third-row seat that's roomy enough for adults. Seating for eight is available. In our tests of its cousin, the Chevrolet Traverse, the smooth and refined 3.6-liter V6 returned 16 mpg overall, but it had to work a bit to haul this heavy SUV. A recent freshening brought the better IntelliLink infotainment system and less intrusive head restraints. Handling is relatively agile and secure, and it steers nicely. The ride is taut yet comfortable and steady. Rear visibility isn't great, but clever extra mirrors reduce side blind spots. Reliability has been average.

ROAD TEST SCORE <b>77</b>				
SUVs	P	F	G	VG E
Highest Rated				88
LT V6				77
Lowest Rated	20			100
Tested model: 2013 Chevrolet Traverse LT 4-door SUV AWD, 3.6-liter V6, 6-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$33,975-\$49,690  
**Body styles:** 4-door SUV  
**Trim lines:** SL, SLE, SLT, Denali  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.6-liter V6 (288 hp)  
**Transmissions:** 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 201  
 Width (in.) ..... 78  
 Height (in.) ..... 70  
 Wheelbase (in.) ..... 119  
 Weight (lb.) ..... 4,975  
 % weight front/rear . . 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,405  
 Cargo volume, cu.ft. . . 48.5  
 Towing capacity (lb.) . . 5,200

#### Fuel

Regular  
 EPA city/hwy, mpg . . . 16/22

RELIABILITY HISTORY	
TROUBLE SPOTS	GMC Acadia
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ○ ○ ○ ● ● ● ●
Engine Minor	○ ○ ● ○ ○ ○ ● ●
Engine Cooling	● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ●
Trans. Minor	● ● ○ ● ● ● ● ●
Drive System	○ ● ● ● ○ ● ● ●
Fuel System	○ ● ● ○ ○ ● ● ●
Electrical	● ○ ● ● ○ ● ● ●
Climate System	● ● ● ● ● ○ ● ●
Suspension	● ● ● ● ● ● ● ●
Brakes	○ ○ ○ ○ ● ● ● ●
Exhaust	● ● ● ● ● ● ● ●
Paint/Trim	● ○ ○ ○ ○ ○ ● ●
Body Integrity	○ ● ● ● ● ○ ○ ○
Body Hardware	● ● ● ● ● ● ● ●
Power equip.	○ ● ● ○ ○ ● ● ●
Audio System	● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ○ ○ ○
NEW CAR PREDICTION	Average ○

## GMC Canyon



Developed by GM's Brazilian arm, the new Canyon and Chevrolet Colorado arrive with a choice of a 2.5-liter, four-cylinder or GM's 3.6-liter V6. Both are mated to a standard six-speed automatic transmission and offer rear- or four-wheel drive. V6 versions offer a tow-haul mode. The truck comes with features from the full-sized Sierra, such as a spring-loaded tailgate. Inside are the latest connectivity systems including IntelliLink. They are also the first small trucks to offer collision mitigation, systems including forward collision and lane departure warnings. A backup camera is standard. A 2.8-liter, four-cylinder diesel will be offered in 2015.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	○
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$20,995-\$36,950  
**Body styles:** extended cab; crew cab  
**Trim lines:** Base, SLE, SLT  
**Drive wheels:** Rear or selectable 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (200 hp); 3.6-liter V6 (305 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 212  
 Width (in.) ..... 74  
 Height (in.) ..... 79  
 Wheelbase (in.) ..... 128  
 Weight (lb.) ..... 4,035  
 % weight front/rear . . . NA  
**Cargo measurement**  
 Max. load (lb.) ..... 1,450  
 Cargo volume, cu.ft. . . NA  
 Towing capacity (lb.) . . 6,700

#### Fuel

Regular  
 EPA city/hwy, mpg . . . 17/24

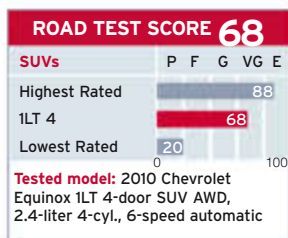
RELIABILITY HISTORY	
TROUBLE SPOTS	GMC Canyon
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ○ ● ●
Engine Minor	● ● ● ● ● ● ● ●
Engine Cooling	○ ● ● ● ● ○ ○ ●
Trans. Major	● ● ● ● ● ○ ● ●
Trans. Minor	● ● ● ● ● ● ● ●
Drive System	● ● ● ● ○ ○ ● ●
Fuel System	● ● ● ● ● ● ● ○
Electrical	○ ○ ○ ● ● ● ● ●
Climate System	● ● ● ● ● ○ ● ○
Suspension	● ● ● ● ● ● ● ●
Brakes	● ● ○ ● ● ● ● ○
Exhaust	● ○ ● ● ● ● ● ●
Paint/Trim	○ ○ ○ ● ● ○ ○ ○
Body Integrity	● ● ● ● ● ○ ○ ●
Body Hardware	● ○ ○ ○ ● ● ● ●
Power equip.	○ ○ ○ ● ● ○ ● ●
Audio System	● ● ● ● ● ○ ○ ○
USED CAR VERDICTS	○ ○ ○ ○ ○ ○ ● ○
NEW CAR PREDICTION	New



## GMC Terrain



The Terrain, and its Chevrolet Equinox twin, straddles the small and mid-sized SUV categories. It has a taut, yet supple and controlled ride, with responsive and secure handling. The raspy 2.4-liter four-cylinder averaged a respectable 21 mpg overall, but acceleration is not brisk; The 3.6-liter V6 is better., but a dithering transmission makes this SUV feel sluggish, and fuel economy averaged just 18 mpg. The interior is well finished and cabin access is easy, but wide roof pillars block the rear view. The rear seat is comfortable and roomy. Changes for 2015 include a standard built-in Wi-Fi hotspot. Reliability has been above average but it scored too low in our tests to be recommended.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$26,560-\$37,240  
**Body styles:** 4-door SUV  
**Trim lines:** SLE1, SLE2, SLT1, SLT2, Denali  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (182 hp); 3.6-liter V6 (301 hp)  
**Transmissions:** 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 188  
 Width (in.) ..... 73  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 113  
 Weight (lb.) ..... 3,945  
 % weight front/rear .. 56/44  
**Cargo measurement**  
 Max. load (lb.) ..... 1,095  
 Cargo volume, cu.ft. ... 33.5  
 Towing capacity (lb.) . . 1,500

#### Fuel

Regular  
 EPA city/hwy, mpg ... 20/29

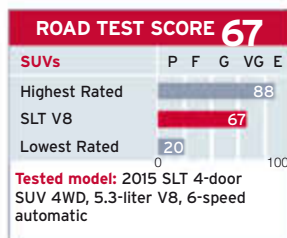
### RELIABILITY HISTORY

TROUBLE SPOTS	GMC Terrain (4-cyl.)											
	05	06	07	08	09	10	11	12	13	14		
Engine Major						●	●	●	●	●		
Engine Minor						●	●	●	●	●		
Engine Cooling						●	●	●	●	●		
Trans. Major						○	●	●	●	●		
Trans. Minor						○	○	○	●	●		
Drive System						●	●	●	●	●		
Fuel System						●	●	●	●	●		
Electrical						○	●	●	●	●		
Climate System						●	●	●	●	●		
Suspension						●	●	●	●	●		
Brakes						●	●	●	●	●		
Exhaust						●	●	●	●	●		
Paint/Trim						○	●	●	●	●		
Body Integrity						○	○	○	○	○		
Body Hardware						○	○	○	●	●		
Power equip.						○	●	●	●	●		
Audio System						●	●	●	●	○		
<b>USED CAR VERDICTS</b>						●	●	●	●	●		
<b>NEW CAR PREDICTION</b>											Better than average	●

## GMC Yukon



For 2015, the redesigned Yukon gets a more luxurious interior, power folding second- and third-row seats, and, more importantly, available blind spot monitoring and cross traffic alerts. Beyond that, fuel economy from the 5.3-liter V8 and six-speed automatic improves to a whopping 16 mpg. The Magnetic Ride Control suspension on the Denali is an important upgrade to ride and handling safety. The 6.2-liter engine is a meaningful upgrade, but can't make this big barge quick. Properly equipped, the Yukon has towing capacity of 8,500 pounds. But most car-based SUVs are more efficient and have better handling. Reliability of the redesign has been average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$46,335-\$65,680  
**Body styles:** 4-door SUV  
**Trim lines:** SLE, SLT, Denali  
**Drive wheels:** Rear or selectable 4WD  
**Seating:** 3 front, 3 rear, 3 third  
**Engines:** 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	GMC Yukon (2015)											
	05	06	07	08	09	10	11	12	13	14		
Engine Major											●	
Engine Minor											●	
Engine Cooling											●	
Trans. Major											●	
Trans. Minor											●	
Drive System											●	
Fuel System											●	
Electrical											●	
Climate System											●	
Suspension											●	
Brakes											●	
Exhaust											●	
Paint/Trim											○	
Body Integrity											●	
Body Hardware											●	
Power equip.											●	
Audio System											○	
<b>USED CAR VERDICTS</b>											○	
<b>NEW CAR PREDICTION</b>											Average	○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 204  
 Width (in.) ..... 81  
 Height (in.) ..... 74  
 Wheelbase (in.) ..... 116  
 Weight (lb.) ..... 5,635  
 % weight front/rear .. 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 1,580  
 Cargo volume, cu.ft. ... 47.5  
 Towing capacity (lb.) . . 8,200

#### Fuel

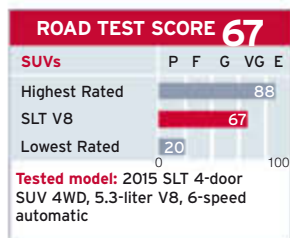
Regular  
 EPA city/hwy, mpg ... 16/22



## GMC Yukon XL



If you need space for seven or more passengers, their stuff, and towing capacity for a big trailer, little else but the Yukon XL will do. Redesigned for 2015, it gets a sumptuous interior and power folding second- and third-row seats. The Denali makes for a more compelling, if more expensive, package with its powerful 6.2-liter V8 and Magnetic Ride Control suspension, which seriously improves ride and handling safety. Blind spot monitoring and cross traffic alert are available. Past that, it's pretty much your old-fashioned Yukon XL, with a 5.3-liter V8 and six speed automatic. Fuel economy improves to a whopping 16 mpg. We have insufficient data to predict reliability of the redesign.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$49,035-\$68,380  
**Body styles:** 4-door SUV  
**Trim lines:** SLE, SLT, Denali  
**Drive wheels:** Rear, selectable 4WD, or AWD  
**Seating:** 3 front, 3 rear, 3 third  
**Engines:** 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 224  
 Width (in.) ..... 81  
 Height (in.) ..... 74  
 Wheelbase (in.) ..... 130  
 Weight (lb.) ..... 5,945  
 % weight front/rear ... 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 1,455  
 Cargo volume, cu.ft. ... 62.5  
 Towing capacity (lb.) ... 8,000

#### Fuel

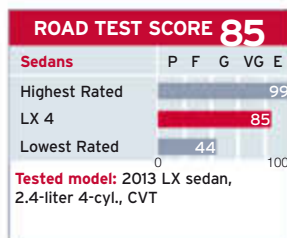
Regular  
 EPA city/hwy, mpg ... 15/22

RELIABILITY HISTORY	
TROUBLE SPOTS	GMC Yukon XL
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	○ ● ● ● ● ● ● ● ● ●
Engine Cooling	○ ● ● ● ● ● ● ● ● ●
Trans. Major	● ○ ○ ● ● ● ● ● ● ●
Trans. Minor	○ ● ○ ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	○ ○ ○ ○ ○ ○ ● ● ● ●
Brakes	○ ○ ○ ○ ○ ○ ● ● ● ●
Exhaust	○ ● ● ● ● ● ● ● ● ●
Paint/Trim	○ ● ● ● ● ● ● ● ● ●
Body Integrity	○ ○ ○ ○ ● ● ● ● ● ●
Body Hardware	○ ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	○ ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	New

## Honda Accord



The basic four-cylinder Accord is our Top Pick among family sedans. It rides and handles well, has a roomy and well-finished interior, and gets an impressive 30 mpg overall with its mostly unobtrusive CVT. The 3.5-liter V6 is lively and refined, and gets a very good 26 mpg overall with the six-speed automatic. The Hybrid version gets 40 mpg overall and operates smoothly, but it doesn't ride or handle as well as other Accords. It also loses the fold-down rear seat, and the battery takes up trunk room. A Plug-in version available in some states has a claimed electric range of 13 miles. Reliability has been average or better for all versions of late.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$22,105-\$35,055  
**Body styles:** coupe; sedan  
**Trim lines:** LX, LX-S, Sport, EX, EX-L, Touring, Hybrid, Plug-in Hybrid  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (185, 189 hp); 2.0-liter 4 hybrid (196 hp); 2.0-liter 4 electric (196 hp); 3.5-liter V6 (278 hp)  
**Transmissions:** 6-speed manual; 1-speed direct; CVT; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 191  
 Width (in.) ..... 73  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 109  
 Weight (lb.) ..... 3,245  
 % weight front/rear ... .61/39  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. ... 16.0  
 Towing capacity (lb.) ... 1,000

#### Fuel

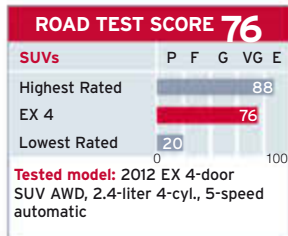
Regular  
 EPA city/hwy, mpg ... 27/36

RELIABILITY HISTORY	
TROUBLE SPOTS	Honda Accord Sedan (4-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	○ ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	○ ○ ○ ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	○ ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●

## Honda CR-V



The CR-V is one of the more sensible and competitively priced small SUVs. Its 185-hp four-cylinder is smooth and responsive, and returned a commendable 23 mpg overall in our tests. For 2015 the Honda gets a mild freshening, including a continuously variable transmission, the availability of some active safety features, and, on uplevel versions, a tricky-to-use radio. Handling is responsive in ordinary driving, but it doesn't shine at the limits. Braking is excellent. The ride is absorbent and composed but road noise is pronounced. The rear seats are roomy, and lowering them is a breeze. The view back is hurt by small rear windows, but the standard rear-view camera helps.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$23,320-\$32,770  
**Body styles:** 4-door SUV  
**Trim lines:** LX, EX, EX-L  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (185 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Honda CR-V
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	○ ○ ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	○ ○ ● ● ● ● ● ● ● ●
Power equip.	○ ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●

### FACTS & FIGURES

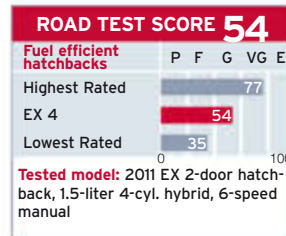
#### Exterior dimensions

Length (in.) ..... 178  
 Width (in.) ..... 72  
 Height (in.) ..... 65  
 Wheelbase (in.) ..... 103  
 Weight (lb.) ..... 3,450  
 % weight front/rear ... 58/42  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. ... 36.0  
 Towing capacity (lb.) ... 1,500  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 26/33

## Honda CR-Z



The CR-Z is a rather unimpressive two-seat hybrid that's based on the Insight and Fit. It uses a 1.5-liter four-cylinder gas engine that makes 130 hp. Electric power is used to enhance performance, and acceleration is further enlivened by a Sport mode. We got 35 mpg overall in our tests, which isn't terribly impressive for a small hybrid. The engine shuts off at idle but that also kills the A/C, which is maddening in the summer. Handling is responsive, but still not very sporty and the ride is rather jumpy. Visibility to the rear is severely compromised. A rear-view camera is standard on all trim lines.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$19,975-\$23,805  
**Body styles:** 2-door hatchback  
**Trim lines:** Base, EX  
**Drive wheels:** Front  
**Seating:** 2 front  
**Engines:** 1.5-liter 4 hybrid (130 hp)  
**Transmissions:** 6-speed manual; CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Honda CR-Z
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ★ ★ ★
Engine Minor	● ★ ★ ★
Engine Cooling	● ★ ★ ★
Trans. Major	● ★ ★ ★
Trans. Minor	● ★ ★ ★
Drive System	● ★ ★ ★
Fuel System	● ★ ★ ★
Electrical	● ★ ★ ★
Climate System	● ★ ★ ★
Suspension	● ★ ★ ★
Brakes	● ★ ★ ★
Exhaust	● ★ ★ ★
Paint/Trim	● ★ ★ ★
Body Integrity	● ★ ★ ★
Body Hardware	● ★ ★ ★
Power equip.	● ★ ★ ★
Audio System	● ★ ★ ★
<b>USED CAR VERDICTS</b>	● ★ ★ ★
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

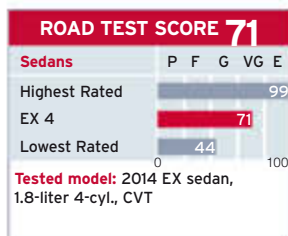
#### Exterior dimensions

Length (in.) ..... 161  
 Width (in.) ..... 69  
 Height (in.) ..... 55  
 Wheelbase (in.) ..... 96  
 Weight (lb.) ..... 2,635  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 400  
 Cargo volume, cu.ft. ... 25.0  
 Towing capacity (lb.) ... NR  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 31/38

## Honda Civic



**H**onda's popular compact has a comfortable ride, relatively responsive handling, good braking, and a nice, quiet interior. The EX version adds automatic climate control, but it also includes a confusing touchscreen audio system. All versions come with a standard backup camera. The powertrain is smooth and unobtrusive, with a well-adapted and unobtrusive continuously variable transmission (CVT). Fuel economy ranges from 30 mpg overall for the EX and 32 mpg for the HF to an impressive 40 mpg for the hybrid, which uses a 1.5-liter, four-cylinder and CVT. Rear seating is fairly spacious for this class.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$18,290-\$29,290  
**Body styles:** coupe; sedan  
**Trim lines:** LX, EX, HF, EX-L, Hybrid, Natural Gas  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 4 hybrid (110 hp); 1.8-liter 4 (110 hp); 1.8-liter 4 (143 hp)  
**Transmissions:** 5-speed manual; CVT; 5-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....177  
 Width (in.) ..... 69  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 105  
 Weight (lb.) ..... 2,830  
 % weight front/rear ... .61/39  
**Cargo measurement**  
 Max. load (lb.) .....850  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.)... .1,000

#### Fuel

Regular or cng  
 EPA city/hwy, mpg ... 30/39

RELIABILITY HISTORY	
TROUBLE SPOTS	Honda Civic Sedan
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Engine Minor	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Engine Cooling	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Trans. Major	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Trans. Minor	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Drive System	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Fuel System	○ ○ ○ ○ ○ ○ ○ ○ ○ ○
Electrical	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Climate System	○ ○ ○ ○ ○ ○ ○ ○ ○ ○
Suspension	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Brakes	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Exhaust	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Paint/Trim	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Body Integrity	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Body Hardware	○ ○ ○ ○ ○ ○ ○ ○ ○ ○
Power equip.	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Audio System	● ○ ○ ○ ○ ○ ○ ○ ○ ○
<b>USED CAR VERDICTS</b>	● ○ ○ ○ ○ ○ ○ ○ ○ ○
<b>NEW CAR PREDICTION</b>	Much better than average ●

## Honda Civic Si



**A**vailable as either a coupe or a four-door sedan, the Civic Si uses a powerful 201-hp, 2.4-liter four-cylinder engine that revs easily, sounds invigorating, and delivers a commendable 29 mpg overall fuel economy. The six-speed manual transmission has ideally spaced gear ratios and shifts crisply. However, as a sports sedan the Si falls short. While the handling is capable it is uninspiring and lacking in finesse, due to the lackluster steering feel and response. The ride is very stiff and noise levels are extremely high. The Si also feels insubstantial, with subpar interior quality. Reliability has been well above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$22,790-\$24,490  
**Body styles:** coupe; sedan  
**Trim lines:** —  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (205 hp)  
**Transmissions:** 6-speed manual

RELIABILITY HISTORY	
TROUBLE SPOTS	Honda Civic Si
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Engine Minor	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Engine Cooling	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Trans. Major	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Trans. Minor	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Drive System	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Fuel System	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Electrical	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Climate System	○ ○ ○ ○ ○ ○ ○ ○ ○ ○
Suspension	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Brakes	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Exhaust	○ ○ ○ ○ ○ ○ ○ ○ ○ ○
Paint/Trim	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Body Integrity	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Body Hardware	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Power equip.	● ○ ○ ○ ○ ○ ○ ○ ○ ○
Audio System	○ ○ ○ ○ ○ ○ ○ ○ ○ ○
<b>USED CAR VERDICTS</b>	● ○ ○ ○ ○ ○ ○ ○ ○ ○
<b>NEW CAR PREDICTION</b>	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....177  
 Width (in.) ..... 69  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 105  
 Weight (lb.) ..... 2,890  
 % weight front/rear ... .61/39  
**Cargo measurement**  
 Max. load (lb.) .....850  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.)... .1,000

#### Fuel

Premium  
 EPA city/hwy, mpg ... 22/31



## Honda Crosstour



**W**ith seating for five, a raised ride height, and optional AWD, the Crosstour wagon/SUV is based on the previous-generation Accord. We like the high seating position, the spacious cabin with its comfortable seats, and the smooth powertrain. The 3.5-liter V6 gets 21 mpg overall with the new six-speed automatic. However, the freshening also brought a convoluted control interface and electric power steering that's devoid of road feel. The styling impedes the view to the rear and hurts cargo space, handling is clumsy, and the turning circle is wide. All of this resulted in the Crosstour scoring too low to be recommended. A 2.4-liter four-cylinder is available on FWD versions.

ROAD TEST SCORE <b>65</b>					
Wagons/hatchbacks	P	F	G	VG	E
Highest Rated				82	
EX-L V6				65	
Lowest Rated	25				100
Tested model: 2013 EX-L wagon AWD, 3.5-liter V6, 6-speed automatic					

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$27,230-\$37,090

**Body styles:** wagon

**Trim lines:** EX, EX-L

**Drive wheels:** Front or AWD

**Seating:** 2 front, 3 rear

**Engines:** 2.4-liter 4 (192 hp);

3.5-liter V6 (278 hp)

**Transmissions:** 5-speed automatic; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 197  
 Width (in.) ..... 75  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 110  
 Weight (lb.) ..... 4,075  
 % weight front/rear ... 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. ... 22.0  
 Towing capacity (lb.) ... 1,500

#### Fuel

Regular  
 EPA city/hwy, mpg ... 19/28

RELIABILITY HISTORY	
TROUBLE SPOTS	Honda Crosstour, Accord Crosstour
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ●
Engine Minor	● ● ● ● ●
Engine Cooling	● ● ● ● ●
Trans. Major	● ● ● ● ●
Trans. Minor	● ● ● ● ●
Drive System	● ● ● ● ●
Fuel System	● ● ● ● ●
Electrical	● ● ● ● ●
Climate System	● ● ● ● ●
Suspension	● ● ● ● ●
Brakes	● ● ● ● ●
Exhaust	● ● ● ● ●
Paint/Trim	● ● ● ● ●
Body Integrity	● ● ● ● ●
Body Hardware	● ● ● ● ●
Power equip.	● ● ● ● ●
Audio System	● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Average ○

## Honda Fit



**T**he redesigned 2015 Fit retains its strengths while improving in crash tests, gaining power, and adding connectivity features. The ride is hard and knobby, but handling is nimble. Engine and road noise are pronounced. In our tests, we got 33 mpg overall with the new 1.5-liter, four-cylinder and CVT. A six-speed manual is also available. It retains the tall, upright greenhouse and great visibility, along with the versatile, folding rear seat. A slightly longer wheelbase allows for a more spacious interior with improved rear leg room. A rear-view camera and Bluetooth are standard. Available amenities include a moonroof, heated seats, and a seven-inch touchscreen.

ROAD TEST SCORE <b>67</b>					
Wagons/hatchbacks	P	F	G	VG	E
Highest Rated				82	
EX 4				67	
Lowest Rated	25				100
Tested model: 2015 EX 4-door hatchback, 1.5-liter 4-cyl., CVT					

REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$15,525-\$20,800

**Body styles:** 4-door hatchback

**Trim lines:** LX, EX, EX-L

**Drive wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 1.5-liter 4 (130 hp)

**Transmissions:** 6-speed manual; CVT

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 160  
 Width (in.) ..... 67  
 Height (in.) ..... 60  
 Wheelbase (in.) ..... 99  
 Weight (lb.) ..... 2,625  
 % weight front/rear ... 62/38  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. ... 17.0  
 Towing capacity (lb.) ... NR

#### Fuel

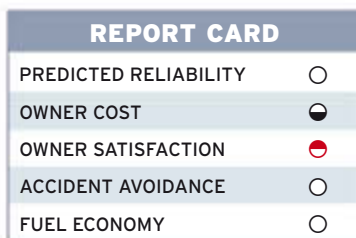
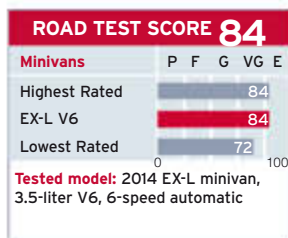
Regular  
 EPA city/hwy, mpg ... 32/38

RELIABILITY HISTORY	
TROUBLE SPOTS	Honda Fit
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ●
Engine Minor	● ● ● ● ●
Engine Cooling	● ● ● ● ●
Trans. Major	● ● ● ● ●
Trans. Minor	● ● ● ● ●
Drive System	● ● ● ● ●
Fuel System	● ● ● ● ●
Electrical	● ● ● ● ●
Climate System	● ● ● ● ●
Suspension	● ● ● ● ●
Brakes	● ● ● ● ●
Exhaust	● ● ● ● ●
Paint/Trim	● ● ● ● ●
Body Integrity	● ● ● ● ●
Body Hardware	● ● ● ● ●
Power equip.	● ● ● ● ●
Audio System	● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ●
<b>NEW CAR PREDICTION</b>	New

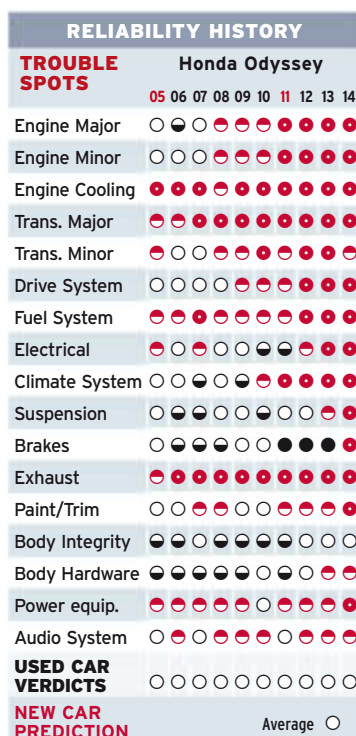
## Honda Odyssey



**T**his versatile hauler combines clever and generous packaging with responsive handling and a supple ride. Its vigorous 3.5-liter V6 and smooth six-speed automatic returned an excellent 21 mpg overall in our tests. The Odyssey can seat eight with ease, with varying configurations for cargo and passenger needs. Easy access, excellent child-seat accommodations, and abundant cabin storage add to the family-friendly quotient. Among our few gripes is the tediously complicated dual touch-screen infotainment system. In addition, fit and finish and some material selection is not what one would expect at this price point, and AWD isn't available.



**Base price:** \$28,975-\$44,600  
**Body styles:** minivan  
**Trim lines:** LX, EX, EX-L, Touring, Touring Elite  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.5-liter V6 (248 hp)  
**Transmissions:** 6-speed automatic

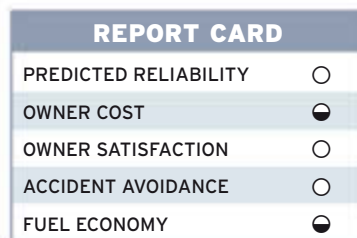
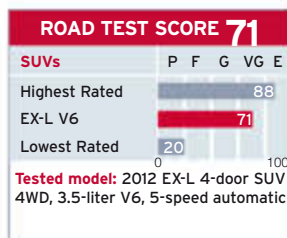


**FACTS & FIGURES**  
**Exterior dimensions**  
 Length (in.) ..... 203  
 Width (in.) ..... 79  
 Height (in.) ..... 68  
 Wheelbase (in.) ..... 118  
 Weight (lb.) ..... 4,530  
 % weight front/rear .. 56/44  
**Cargo measurement**  
 Max. load (lb.) ..... 1,340  
 Cargo volume, cu.ft. .... 61.5  
 Towing capacity (lb.) . . 3,500  
**Fuel**  
 Regular  
 EPA city/hwy, mpg .... 19/28

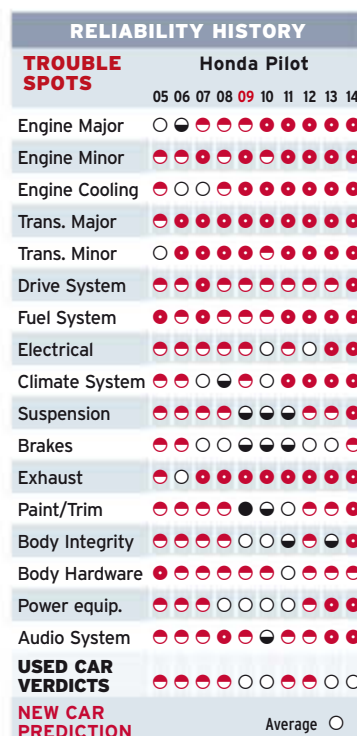
## Honda Pilot



**T**he Pilot has impressive functionality and seating for eight, but is showing its age. Acceleration from the smooth, refined six-cylinder engine and five-speed automatic is not that quick. In our tests we got 18 mpg overall. The ride is supple and controlled, but road noise is elevated. Handling is sound, but it doesn't shine at its limits, and braking is not terrific. The interior is particularly well finished and the dash is a mix of similar-looking buttons. The 60/40-split second- and third-row seats fold flat into the floor to expand cargo room. A rear-view camera is standard on all trim lines. We can no longer recommend the Pilot because it scored a Poor in the IIHS small-overlap crash test.



**Base price:** \$29,870-\$41,620  
**Body styles:** 4-door SUV  
**Trim lines:** LX, EX, SE, EX-L, Touring  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.5-liter V6 (250 hp)  
**Transmissions:** 5-speed automatic

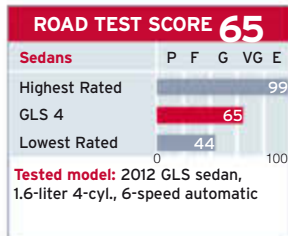


**FACTS & FIGURES**  
**Exterior dimensions**  
 Length (in.) ..... 191  
 Width (in.) ..... 79  
 Height (in.) ..... 73  
 Wheelbase (in.) ..... 109  
 Weight (lb.) ..... 4,550  
 % weight front/rear .. 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,340  
 Cargo volume, cu.ft. .... 48.0  
 Towing capacity (lb.) . . 4,500  
**Fuel**  
 Regular  
 EPA city/hwy, mpg .... 17/24

## Hyundai Accent



**H**yundai's entry-level subcompact is a basic yet sensible sedan or hatchback. The sedan with the very smooth and responsive automatic attained 31 mpg overall, and we got 32 mpg for the stick-shift hatchback in our tests. Though the front cabin is roomy enough, the rear is a bit cramped, which is on par for this class. Handling is fairly responsive, but the ride is rather jittery. Noise levels are elevated but not offensive. Standard safety gear includes six air bags and active front head restraints. The controls are straightforward. Reliability has been average. We can no longer recommend the Accent because it scored a poor in the IIHS small-overlap crash test.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	◐
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$14,645-\$17,395  
**Body styles:** 4-door hatchback; sedan  
**Trim lines:** GLS, GS, SE  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 (138 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Hyundai Accent
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ● ○ ○ ● ★ ● ★
Engine Minor	★ ★ ● ○ ○ ○ ★ ● ★
Engine Cooling	★ ★ ● ● ● ★ ● ● ★
Trans. Major	★ ★ ○ ● ● ● ★ ● ★
Trans. Minor	★ ★ ● ● ● ★ ● ● ★
Drive System	★ ★ ● ● ● ★ ● ● ★
Fuel System	★ ★ ○ ● ● ● ★ ○ ★
Electrical	★ ★ ● ● ● ● ★ ● ★
Climate System	★ ★ ○ ● ● ○ ★ ● ★
Suspension	★ ★ ● ○ ○ ● ★ ● ★
Brakes	★ ★ ○ ● ○ ● ★ ● ★
Exhaust	★ ★ ● ● ● ★ ● ● ★
Paint/Trim	★ ★ ○ ● ● ● ★ ○ ★
Body Integrity	★ ★ ○ ● ● ● ★ ● ○
Body Hardware	★ ★ ● ● ● ★ ● ○ ★
Power equip.	★ ★ ● ○ ○ ● ★ ● ★
Audio System	★ ★ ● ● ● ○ ★ ● ★
USED CAR VERDICTS	★ ★ ○ ○ ○ ○ ★ ○ ★
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 172  
 Width (in.) ..... 67  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 101  
 Weight (lb.) ..... 2,550  
 % weight front/rear ... 62/38  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 14.0  
 Towing capacity (lb.) .... NR

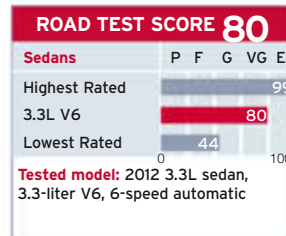
#### Fuel

Regular  
 EPA city/hwy, mpg ... 28/37

## Hyundai Azera



**T**he Azera is stylish and refined, with a nicely finished and quiet interior. Its smooth 3.3-liter V6 and six-speed automatic provide strong performance and return a good 23 mpg overall. But the ride is too stiff for a large sedan, and feels busy, even on the highway. Handling lacks agility and the steering weight feels artificial. The cabin is spacious, with comfortable front seats, a roomy rear, and generous luxury touches throughout. The 2015 model gets various interior and exterior updates, as well as available blind-spot detection, rear cross-traffic alert, and forward-collision and lane-departure warning. Reliability has been above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	◐
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$32,250  
**Body styles:** sedan  
**Trim lines:** 3.3L  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 3.3-liter V6 (293 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Hyundai Azera
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ○ ● ● ★ ★ ● ● ★
Engine Minor	○ ○ ● ○ ★ ★ ● ● ★
Engine Cooling	● ● ● ● ★ ★ ● ● ★
Trans. Major	● ● ● ● ★ ★ ● ● ★
Trans. Minor	● ● ● ● ★ ★ ● ● ★
Drive System	○ ○ ● ● ★ ★ ● ● ★
Fuel System	○ ● ○ ● ★ ★ ● ● ★
Electrical	● ○ ● ○ ★ ★ ● ● ★
Climate System	● ● ○ ● ★ ★ ● ● ★
Suspension	● ● ○ ● ★ ★ ● ● ★
Brakes	● ● ● ○ ★ ★ ● ● ★
Exhaust	● ● ● ● ★ ★ ● ● ★
Paint/Trim	○ ○ ● ○ ★ ★ ● ● ★
Body Integrity	○ ○ ● ● ★ ★ ○ ○ ★
Body Hardware	● ○ ○ ● ★ ★ ○ ○ ★
Power equip.	● ○ ● ● ★ ★ ● ● ★
Audio System	● ○ ● ○ ★ ★ ● ○ ★
USED CAR VERDICTS	○ ○ ○ ○ ★ ★ ● ● ★
NEW CAR PREDICTION	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 193  
 Width (in.) ..... 73  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,795  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.) .... NR

#### Fuel

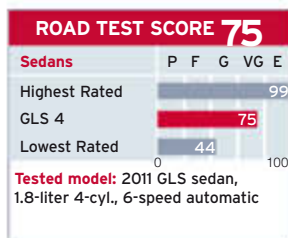
Regular  
 EPA city/hwy, mpg ... 20/29



## Hyundai Elantra



The Elantra sedan combines nimble and secure handling with a fairly comfortable ride. The 1.8-liter four-cylinder and six-speed automatic deliver solid performance and a very good 29 mpg overall. Some versions get a more powerful 2.0-liter four-cylinder. The car is well equipped for the price, the interior is nicely laid out, and rear-seat room is decent. Our major gripe is the pronounced road and engine noise. The GT hatchback is stylish and competent enough, but not a standout. Fuel economy of 27 mpg overall is nothing special, and the hatchback suffers from a loud cabin and stiff ride. Reliability has been above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$17,250-\$22,600  
**Body styles:** 4-door hatchback; sedan  
**Trim lines:** SE, Limited, Sport, GT  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 (145 hp); 2.0-liter 4 (166 hp); 2.0-liter 4 (173 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Hyundai Elantra Sedan
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ○ ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ○ ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ○ ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ○ ● ● ● ●
Drive System	○ ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ○ ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	○ ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	○ ○ ○ ○ ○ ● ● ● ● ●
Body Integrity	○ ○ ○ ○ ○ ● ● ● ● ●
Body Hardware	○ ○ ○ ○ ○ ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	○ ○ ○ ○ ○ ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 179  
 Width (in.) ..... 70  
 Height (in.) ..... 56  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 2,770  
 % weight front/rear ... 62/38  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR

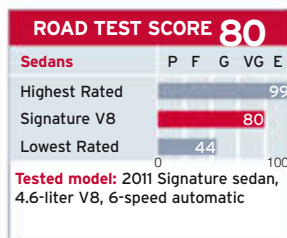
#### Fuel

Regular  
 EPA city/hwy, mpg ... 28/38

## Hyundai Equus



Hyundai's flagship competes with the largest luxury sedans, but costs a good deal less. While the ride is comfortable, body motions can be a bit buoyant and handling is ponderous. Power delivery is smooth and refined from the standard V8 and eight-speed automatic. The interior is spacious and well finished, but some controls are complex. Overall, the Equus doesn't quite measure up to the established luxury brands, but it fills the space vacated by the big Cadillac and Lincoln highway cruisers. Available features include adaptive cruise control and a lane-departure warning system.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$61,500-\$68,750  
**Body styles:** sedan  
**Trim lines:** Signature, Ultimate  
**Drive wheels:** Rear  
**Seating:** 2 front, 3 rear  
**Engines:** 5.0-liter V8 (421 hp); 5.0-liter V8 (429 hp)  
**Transmissions:** 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Hyundai Equus
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ●
Engine Minor	★ ★ ★ ●
Engine Cooling	★ ★ ★ ●
Trans. Major	★ ★ ★ ●
Trans. Minor	★ ★ ★ ●
Drive System	★ ★ ★ ●
Fuel System	★ ★ ★ ●
Electrical	★ ★ ★ ●
Climate System	★ ★ ★ ●
Suspension	★ ★ ★ ●
Brakes	★ ★ ★ ●
Exhaust	★ ★ ★ ●
Paint/Trim	★ ★ ★ ●
Body Integrity	★ ★ ★ ●
Body Hardware	★ ★ ★ ●
Power equip.	★ ★ ★ ●
Audio System	★ ★ ★ ●
<b>USED CAR VERDICTS</b>	★ ★ ★ ●
<b>NEW CAR PREDICTION</b>	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 203  
 Width (in.) ..... 74  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 120  
 Weight (lb.) ..... 4,570  
 % weight front/rear ... 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. .... 17.0  
 Towing capacity (lb.) .... NR

#### Fuel

Regular or premium  
 EPA city/hwy, mpg ... 15/23

## Hyundai Genesis



For about \$10,000 less than European luxury cars, the Hyundai Genesis delivers just about every feature buyers could imagine, minus the fancy nameplate. Offered as a quick V6 with all-wheel drive or as a potent rear-wheel drive only V8, the Genesis has responsive handling and a comfortable ride, though neither can match its German competitors. Controls are refreshingly simple for a luxury car at this level. Rear seat passengers are coddled in thick leather with seat heaters, but space is adequate, rather than generous. High-end models come with lane-departure warning, automatic braking, cross-traffic alert, and blind-spot monitoring. Fuel economy is a competitive 20 mpg for the all-wheel drive. We don't have reliability data for the new Genesis yet.

### ROAD TEST SCORE 89

Sedans	P	F	G	VG	E
Highest Rated					99
3.8 V6					89
Lowest Rated					44
Tested model: 2015 3.8 sedan AWD, 3.8-liter V6, 8-speed automatic					

### REPORT CARD

Predicted Reliability	New
Owner Cost	
Owner Satisfaction	
Accident Avoidance	
Fuel Economy	

**Base price:** \$38,000-\$51,500  
**Body styles:** sedan  
**Trim lines:** 3.8, 5.0  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)  
**Transmissions:** 8-speed automatic

#### FACTS & FIGURES

##### Exterior dimensions

Length (in.) ..... 197  
 Width (in.) ..... 74  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 119  
 Weight (lb.) ..... 4,530  
 % weight front/rear .. 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Regular or premium  
 EPA city/hwy, mpg ... 16/25

#### RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Genesis									
	05	06	07	08	09	10	11	12	13	14
Engine Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate System										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Body Integrity										*
Body Hardware										*
Power equip.										*
Audio System										*
<b>USED CAR VERDICTS</b>										*
<b>NEW CAR PREDICTION</b>										New

## Hyundai Genesis Coupe



The Genesis Coupe has potential, but several flaws hold it back. The 3.8-liter V6 engine is powerful and sounds great; the noisy turbocharged four-cylinder has been dropped. The Coupe is sporty and agile, and the communicative and direct steering makes it fun to drive. However, the car is let down by its imprecise, clunky manual shifter and very stiff, unsettled ride. Front-seat occupants will find plenty of room, but as in most coupes, the rear seat is very cramped. A backup camera is now available. Reliability has been below average, and the Coupe's low owner satisfaction score in our survey is also noteworthy.

### ROAD TEST SCORE 64

Sporty cars	P	F	G	VG	E
Highest Rated					98
3.8 Grand Touring V6					64
Lowest Rated					55
Tested model: 2010 3.8 Grand Touring coupe, 3.8-liter V6, 6-speed manual					

### REPORT CARD

Predicted Reliability	
Owner Cost	
Owner Satisfaction	
Accident Avoidance	
Fuel Economy	

**Base price:** \$26,750-\$34,600  
**Body styles:** coupe  
**Trim lines:** 3.8 Base, 3.8 R-Spec, 3.8 Ultimate  
**Drive wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 3.8-liter V6 (344 hp)  
**Transmissions:** 6-speed manual; 8-speed automatic

#### RELIABILITY HISTORY

TROUBLE SPOTS	Hyundai Genesis Coupe									
	05	06	07	08	09	10	11	12	13	14
Engine Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate System										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Body Integrity										*
Body Hardware										*
Power equip.										*
Audio System										*
<b>USED CAR VERDICTS</b>										*
<b>NEW CAR PREDICTION</b>										Worse than average

#### FACTS & FIGURES

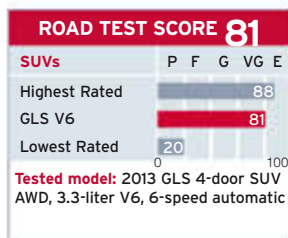
##### Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 73  
 Height (in.) ..... 55  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 3,460  
 % weight front/rear .. 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 710  
 Cargo volume, cu.ft. .... 10.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 16/24

## Hyundai Santa Fe



**H**yundai's three-row midsize SUV is now roomy, stylish, and comfortable. The long-wheelbase Santa Fe has a 3.3-liter V6 mated to a smooth and responsive six-speed automatic that attained a decent 20 mpg overall in our tests. Handling is sound and utterly secure if not exactly sporty. Another plus is the settled, compliant ride. The well-finished cabin brings a lot of features for the money. Rear visibility is severely hampered; a backup camera is now standard. Access is easy to the front and rear, but more difficult to the cramped third row. Reliability has been average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	○
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$29,900-\$35,750  
**Body styles:** 4-door SUV  
**Trim lines:** GLS, Limited  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.3-liter V6 (290 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Hyundai Santa Fe (V6)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ○ ● ○ ● ● ● ● ● ●
Engine Minor	○ ● ○ ● ○ ● ○ ● ○ ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	○ ● ● ● ● ● ● ● ● ●
Drive System	○ ● ○ ● ○ ● ○ ● ○ ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	○ ● ○ ● ○ ● ○ ● ○ ●
Brakes	● ○ ○ ○ ○ ○ ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ○ ○ ● ○ ● ○ ● ○ ●
Body Integrity	● ● ○ ○ ○ ○ ○ ● ○ ●
Body Hardware	● ● ○ ● ● ○ ○ ○ ● ●
Power equip.	○ ● ○ ● ○ ● ○ ● ○ ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	○ ● ○ ○ ○ ○ ○ ● ○ ●
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

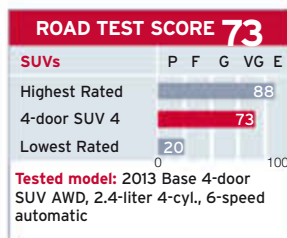
#### Exterior dimensions

Length (in.) ..... 193  
 Width (in.) ..... 74  
 Height (in.) ..... 67  
 Wheelbase (in.) ..... 110  
 Weight (lb.) ..... 4,210  
 % weight front/rear .. 56/44  
**Cargo measurement**  
 Max. load (lb.) ..... 1,295  
 Cargo volume, cu.ft. ... 40.5  
 Towing capacity (lb.) . . 5,000  
**Fuel**  
 Regular or premium  
 EPA city/hwy, mpg ... 18/24

## Hyundai Santa Fe Sport



**T**he five-passenger version of Hyundai's midsize SUV is also roomy, stylish, and comfortable. The Sport rides well, has a quiet interior, and is powered by a responsive 190-hp, 2.4-liter four-cylinder mated to a smooth and responsive six-speed automatic. We got a very good 23 mpg overall with this engine. A 2.0-liter turbocharged four-cylinder is also available. Handling is sound, but not exceptional, and the steering feels numb. The well-finished cabin is packed with a lot of standard features. Thankfully, the price of the optional backup camera has come down. Reliability of the non-turbo version has been average, but the turbo is below average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$24,950-\$32,400  
**Body styles:** 4-door SUV  
**Trim lines:** Base, 2.0T  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (190 hp); 2.0-liter 4 turbo (264 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Hyundai Santa Fe, Sport (4-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	○ ● ○ ● ○ ● ○ ● ○ ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	○ ○ ○ ● ○ ○ ○ ● ○ ●
Body Hardware	● ○ ○ ● ● ○ ○ ○ ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	○ ○ ○ ● ○ ○ ○ ● ○ ●
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

#### Exterior dimensions

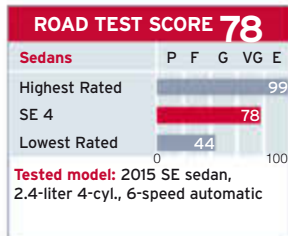
Length (in.) ..... 185  
 Width (in.) ..... 74  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 3,760  
 % weight front/rear .. 56/44  
**Cargo measurement**  
 Max. load (lb.) ..... 930  
 Cargo volume, cu.ft. ... 35.5  
 Towing capacity (lb.) . . 2,000  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 20/26



## Hyundai Sonata



The Sonata has a quiet cabin, a comfortable ride, and good rear-seat room and access. Handling is sound and responsive enough. But the SE that we tested had lackluster tire grip, affecting braking and emergency handling. Engine choices a 2.4-liter four-cylinder and a 2.0-liter turbo four, both mated to a six-speed automatic. We measured a so-so 28 mpg overall with the 2.4-liter. The controls are easy to reach and simple to use. Available safety features include adaptive cruise control, forward-collision mitigation, lane-departure warning, and blind-spot detection. An Eco model, with a 1.6-liter turbo four-cylinder paired with a seven-speed dual-clutch, is new.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	⊖
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	⊖

**Base price:** \$21,150-\$29,500  
**Body styles:** sedan  
**Trim lines:** SE, Eco, Sport, Limited, Sport 2.0T  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 turbo (166 hp); 2.4-liter 4 (185 hp); 2.0-liter 4 turbo (245 hp)  
**Transmissions:** 7-speed sequential; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Hyundai Sonata (4-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ● ● ● ● ● ● ● ● ● ●
Engine Minor	★ ● ● ● ● ● ● ● ● ● ●
Engine Cooling	★ ● ● ● ● ● ● ● ● ● ●
Trans. Major	★ ● ● ● ● ● ● ● ● ● ●
Trans. Minor	★ ● ● ● ● ● ● ● ● ● ●
Drive System	★ ● ● ● ● ● ● ● ● ● ●
Fuel System	★ ○ ○ ● ● ● ● ● ● ● ●
Electrical	★ ● ● ● ● ● ● ● ● ● ●
Climate System	★ ○ ● ● ● ● ● ● ● ● ● ●
Suspension	★ ○ ● ● ● ● ● ● ● ● ● ●
Brakes	★ ● ● ● ● ● ● ● ● ● ●
Exhaust	★ ● ● ● ● ● ● ● ● ● ●
Paint/Trim	★ ● ● ● ● ● ● ● ● ● ●
Body Integrity	★ ● ● ● ● ● ● ● ● ● ●
Body Hardware	★ ● ● ● ● ● ● ● ● ● ●
Power equip.	★ ● ● ● ● ● ● ● ● ● ●
Audio System	★ ● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	★ ● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	New

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 191  
 Width (in.) ..... 73  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 110  
 Weight (lb.) ..... 3,315  
 % weight front/rear ... 61/39

#### Cargo measurement

Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. ... 16.0  
 Towing capacity (lb.) ... NR

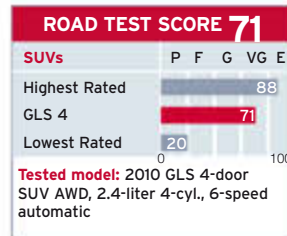
#### Fuel

Regular  
 EPA city/hwy, mpg ... 25/37

## Hyundai Tucson



The Tucson is a worthy, but unexceptional small SUV that's available in front- and all-wheel drive versions. The 2.4-liter, four-cylinder engine returns a good 22 mpg overall, and the six-speed automatic is smooth and responsive. Handling is secure, but uninspiring. The ride is stiff and road noise is pronounced, which makes the Tucson feel insubstantial, particularly when compared with newer competitors. The cabin is reasonably spacious, and the interior is well trimmed, with easy-to-use controls. The front seats are supportive, but the low rear seat lacks thigh support. The styling robs cargo space and inhibits the view to the rear.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	⊖
OWNER SATISFACTION	⊖
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$21,500-\$27,800  
**Body styles:** 4-door SUV  
**Trim lines:** GLS, SE, Limited  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (164 hp); 2.4-liter 4 (182 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Hyundai Tucson
	05 06 07 08 09 10 11 12 13 14
Engine Major	○ ● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ● ●
Fuel System	○ ● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ● ●
Climate System	○ ● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 173  
 Width (in.) ..... 72  
 Height (in.) ..... 65  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,355  
 % weight front/rear ... 59/41

#### Cargo measurement

Max. load (lb.) ..... 925  
 Cargo volume, cu.ft. ... 25.5  
 Towing capacity (lb.) ... 2,000

#### Fuel

Regular  
 EPA city/hwy, mpg ... 20/25

## Hyundai Veloster



The sporty Veloster hatchback has three doors, with the right-side rear door providing access to the tight rear seat. The 1.6-liter four-cylinder engine delivers adequate power, and the precise manual shifter has low-effort throws. A dual-clutch, six-speed automated manual and a conventional six-speed manual are available. Handling is responsive and secure. While the ride is quite stiff, it isn't punishing. Despite the split rear window, visibility to the rear is decent. A more powerful 201-hp turbo four and six-speed automatic are available. Reliability has been below average.

ROAD TEST SCORE <b>67</b>					
Wagons/hatchbacks	P	F	G	VG	E
Highest Rated				68	
3-door hatchback 4				<b>67</b>	
Lowest Rated				52	
Tested model: 2012 3-door hatchback, 1.6-liter 4-cyl., 6-speed manual					

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$18,000-\$23,600  
**Body styles:** 3-door hatchback  
**Trim lines:** Base, Turbo R-Spec, Turbo  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 1.6-liter 4 (138 hp); 1.6-liter 4 turbo (201 hp)  
**Transmissions:** 6-speed sequential; 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Hyundai Veloster
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● *
Engine Minor	● ● *
Engine Cooling	● ● *
Trans. Major	● ● *
Trans. Minor	● ● *
Drive System	● ● *
Fuel System	○ ● *
Electrical	● ● *
Climate System	● ● *
Suspension	● ● *
Brakes	○ ● *
Exhaust	● ● *
Paint/Trim	● ● *
Body Integrity	● ● *
Body Hardware	● ○ *
Power equip.	● ● *
Audio System	● ● *
USED CAR VERDICTS	○ ● *
NEW CAR PREDICTION	Worse than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 166  
 Width (in.) ..... 71  
 Height (in.) ..... 55  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 2,765  
 % weight front/rear . . 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 700  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Regular  
 EPA city/hwy, mpg . . . 26/35

## Infiniti Q50



While the Q50 is quick, an underwhelming driving experience limits its sporty credentials. On the luxury front, fit and finish, ride comfort, and noise isolation aren't impressive. Handling is lackluster, mostly due to the dull steering. Ride comfort is unsettled and suffers from the run-flat tires. The punchy powertrain isn't a model of refinement and fuel economy is not impressive. For the class, the cabin is quite roomy and the rear seat is hospitable, but the front seat has a short cushion. Even more frustrating is the agonizingly slow-responding touchscreen interface. First year reliability has been much below average, and a low owner-satisfaction score from our survey is also noteworthy.

ROAD TEST SCORE <b>75</b>					
Sedans	P	F	G	VG	E
Highest Rated				99	
Premium V6				<b>75</b>	
Lowest Rated				44	
Tested model: 2014 Premium sedan AWD, 3.7-liter V6, 7-speed automatic					

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$36,700-\$48,150  
**Body styles:** sedan  
**Trim lines:** Base, Premium, S, Hybrid Premium, Hybrid S  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.7-liter V6 (328 hp); 3.5-liter V6 hybrid (360 hp)  
**Transmissions:** 7-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Infiniti Q50
	05 06 07 08 09 10 11 12 13 14
Engine Major	●
Engine Minor	●
Engine Cooling	●
Trans. Major	●
Trans. Minor	●
Drive System	●
Fuel System	●
Electrical	●
Climate System	●
Suspension	●
Brakes	●
Exhaust	●
Paint/Trim	●
Body Integrity	●
Body Hardware	●
Power equip.	●
Audio System	●
USED CAR VERDICTS	●
NEW CAR PREDICTION	Much worse than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 188  
 Width (in.) ..... 72  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,835  
 % weight front/rear . . 56/44  
**Cargo measurement**  
 Max. load (lb.) ..... 900  
 Cargo volume, cu.ft. .... 14.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg . . . 19/27

## Infiniti Q60



Infiniti's coupe and convertible remain on the old G37 platform but are renamed Q60. The convertible retains many of the qualities in the sedan, including the muscular powertrain, nimble handling, and plush interior. But the ride is stiffer and less comfortable and the rear seat is very cramped and hard to reach. Noise isolation is also down a notch. With the power hardtop retracted, body shake becomes noticeable and the already small trunk is all but eliminated. The strong 3.7-liter V6 is mated to a seven-speed automatic, making it quick yet returning 20 mpg overall. The interior has high-quality materials and easy-to-use controls.

## Infiniti Q70



The Q70 is very quick and handles responsively. Its punchy 330-hp, 3.7-liter V6 and smooth seven-speed automatic return decent fuel economy of 21 mpg overall. A V8 and a V6 hybrid are also available. However, the transition between electric and gas mode in the Hybrid is too abrupt. Handling is fairly agile, and the ride is firm yet compliant. The car is quiet, but not super-hushed, due to some engine noise at high revs. Interior quality is top-notch, and the rear seat is roomy. The controls are easy to use. An optional blind-spot intervention system can keep the car in its lane by selectively using the brakes. An extended L version is new.

ROAD TEST SCORE <b>66</b>				
Convertibles	P	F	G	VG E
Highest Rated				98
convertible V6			<b>66</b>	
Lowest Rated			55	
Tested model: 2009 Infiniti G Base convertible, 3.7-liter V6, 7-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

ROAD TEST SCORE <b>90</b>				
Sedans	P	F	G	VG E
Highest Rated				99
M37 V6			<b>90</b>	
Lowest Rated			44	
Tested model: 2011 M37 sedan, 3.7-liter V6, 7-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$40,950-\$62,100  
**Body styles:** convertible; coupe  
**Trim lines:** Base, Sport, Journey, IPL  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 3.7-liter V6 (325 hp); 3.7-liter V6 (330 hp); 3.7-liter V6 (343 hp); 3.7-liter V6 (348 hp)  
**Transmissions:** 6-speed manual; 7-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Infiniti G Coupe & Conv., Q60
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ○ ★ ● ● ● ● ● ● ★
Engine Minor	★ ● ★ ● ● ● ● ● ● ★
Engine Cooling	★ ● ★ ● ● ● ● ● ● ★
Trans. Major	★ ● ★ ● ● ● ● ● ● ★
Trans. Minor	★ ● ★ ● ● ● ● ● ● ★
Drive System	★ ● ★ ● ● ● ● ● ● ★
Fuel System	★ ● ★ ● ● ● ● ● ● ★
Electrical	★ ● ★ ● ● ● ● ● ● ★
Climate System	★ ● ★ ● ● ● ● ● ● ★
Suspension	★ ● ★ ● ● ● ● ● ● ★
Brakes	★ ○ ★ ● ● ● ● ● ● ★
Exhaust	★ ● ★ ● ● ● ● ● ● ★
Paint/Trim	★ ● ★ ● ● ● ● ● ● ★
Body Integrity	★ ○ ★ ● ● ● ● ● ● ★
Body Hardware	★ ● ★ ● ● ● ● ● ● ★
Power equip.	★ ○ ★ ● ● ● ● ● ● ★
Audio System	★ ● ★ ● ● ● ● ● ● ★
USED CAR VERDICTS	★ ● ★ ● ● ● ● ● ● ★
NEW CAR PREDICTION	Average ○

**Base price:** \$49,850-\$67,050  
**Body styles:** sedan  
**Trim lines:** 3.7, Hybrid, 5.6, L  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.7-liter V6 (330 hp); 3.5-liter V6 hybrid (360 hp); 5.6-liter V8 (416 hp); 5.6-liter V8 (420 hp)  
**Transmissions:** 7-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Infiniti M, Q70
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ★ ● ● ● ★
Engine Minor	● ● ● ● ★ ● ● ● ★
Engine Cooling	○ ● ● ● ★ ● ● ● ★
Trans. Major	● ● ● ● ★ ● ● ● ★
Trans. Minor	● ● ● ● ★ ● ● ● ★
Drive System	● ○ ● ● ★ ● ● ● ★
Fuel System	● ● ● ● ★ ● ● ● ★
Electrical	● ● ● ● ★ ● ● ● ★
Climate System	● ● ● ● ★ ● ● ● ★
Suspension	○ ● ● ● ★ ● ● ● ★
Brakes	○ ○ ● ● ★ ● ● ● ★
Exhaust	● ● ● ● ★ ● ● ● ★
Paint/Trim	● ● ● ● ★ ● ● ● ★
Body Integrity	● ● ● ● ★ ● ● ● ★
Body Hardware	● ● ● ● ★ ● ● ● ★
Power equip.	● ○ ● ● ★ ● ● ● ★
Audio System	○ ● ● ● ★ ● ● ● ★
USED CAR VERDICTS	● ● ● ● ★ ● ● ● ★
NEW CAR PREDICTION	Better than average ●

**FACTS & FIGURES**  
**Exterior dimensions**  
 Length (in.) ..... 195  
 Width (in.) ..... 73  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 114  
 Weight (lb.) ..... 3,895  
 % weight front/rear ... 54/46  
**Cargo measurement**  
 Max. load (lb.) ..... 860  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ... 18/26

**FACTS & FIGURES**  
**Exterior dimensions**  
 Length (in.) ..... 183  
 Width (in.) ..... 73  
 Height (in.) ..... 55  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 4,120  
 % weight front/rear ... 51/49  
**Cargo measurement**  
 Max. load (lb.) ..... 750  
 Cargo volume, cu.ft. .... 10.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ... 18/26



## Infiniti QX50



The QX50 is essentially a wagon version of the old G37 sedan, with similar agile handling and a steady, taut ride. The powerful 3.7-liter V6, delivers strong acceleration, but this small pseudo-SUV is very cramped inside. The rear seat is tight, and the cargo area is tiny. Styling has somewhat compromised rear visibility. The interior is nicely finished and while the controls are daunting at first, they're ultimately logical. The optional lane-departure system works with the electronic stability control system to keep the vehicle on course.



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$35,000-\$38,600  
**Body styles:** 4-door SUV  
**Trim lines:** Base, Journey  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.7-liter V6 (325 hp)  
**Transmissions:** 7-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Infiniti EX, QX50
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ★ ● ● ★ ★ ★
Engine Minor	● ★ ● ● ★ ★ ★
Engine Cooling	● ★ ○ ● ★ ★ ★
Trans. Major	● ★ ● ● ★ ★ ★
Trans. Minor	● ★ ● ● ★ ★ ★
Drive System	● ★ ○ ● ★ ★ ★
Fuel System	○ ★ ● ○ ★ ★ ★
Electrical	● ★ ● ● ★ ★ ★
Climate System	● ★ ● ● ★ ★ ★
Suspension	● ★ ○ ● ★ ★ ★
Brakes	○ ★ ● ● ★ ★ ★
Exhaust	● ★ ● ● ★ ★ ★
Paint/Trim	● ★ ● ● ★ ★ ★
Body Integrity	● ★ ● ● ★ ★ ★
Body Hardware	○ ★ ○ ● ★ ★ ★
Power equip.	● ★ ○ ● ★ ★ ★
Audio System	● ★ ● ● ★ ★ ★
USED CAR VERDICTS	● ★ ○ ● ★ ★ ★
NEW CAR PREDICTION	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 71  
 Height (in.) ..... 63  
 Wheelbase (in.) ..... 110  
 Weight (lb.) ..... 4,015  
 % weight front/rear . . 54/46  
**Cargo measurement**  
 Max. load (lb.) ..... 860  
 Cargo volume, cu.ft. . . 24.0  
 Towing capacity (lb.) . . . NR

#### Fuel

Premium  
 EPA city/hwy, mpg . . . 17/24

## Infiniti QX60



This midsize luxury crossover is spacious, quiet, and well-finished with room for seven, but without the bulk of a full-size SUV. It has a comfortable ride, but handling lacks agility. Its 265-hp, 3.5-liter V6 and continuously variable transmission deliver smooth, but just adequate, acceleration and returned 19 mpg overall on premium fuel. However, towing capacity is a low 3,500 pounds. A family-friendly feature is the ability to gain access to the third row even with a child seat installed in the second row. A hybrid version with a 2.5-liter, supercharged four-cylinder is new for 2014. Reliability has dropped to well below average.

### ROAD TEST SCORE 79

SUVs	P	F	G	V	G	E
Highest Rated						88
4-door SUV V6						79
Lowest Rated						20
Tested model: 2013 4-door SUV AWD, 3.5-liter V6, CVT						100

### REPORT CARD

PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$42,100-\$46,500  
**Body styles:** 4-door SUV  
**Trim lines:** Base, Hybrid  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.5-liter 4 hybrid (250 hp); 3.5-liter V6 (265 hp)  
**Transmissions:** CVT

### RELIABILITY HISTORY

TROUBLE SPOTS	Infiniti JX, QX60
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	● ●
Electrical	● ●
Climate System	● ●
Suspension	● ●
Brakes	● ●
Exhaust	● ●
Paint/Trim	● ●
Body Integrity	● ●
Body Hardware	● ●
Power equip.	○ ●
Audio System	○ ●
USED CAR VERDICTS	● ●
NEW CAR PREDICTION	Much worse than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 196  
 Width (in.) ..... 77  
 Height (in.) ..... 68  
 Wheelbase (in.) ..... 114  
 Weight (lb.) ..... 4,530  
 % weight front/rear . . 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,150  
 Cargo volume, cu.ft. . . 39.0  
 Towing capacity (lb.) . . 3,500

#### Fuel

Premium  
 EPA city/hwy, mpg . . . 19/25

## Infiniti QX70

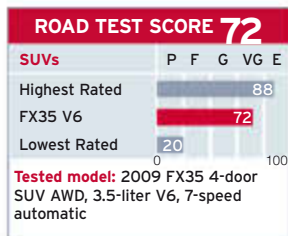


An older model, the QX70 stands out with bold styling, an eager powertrain, and responsive handling. We tested the previously named FX with the 3.5-liter V6, which got 18 mpg overall. Since then, the engine was upgraded to a 3.7-liter V6. Body roll is well suppressed, although the QX70 isn't exactly agile, and the ride is quite stiff. The fairly roomy cabin is well-finished and mostly quiet, except for the loud engine. However, the curvy styling hurts visibility and robs cargo space. A wide array of optional safety features includes autonomous braking and forward-collision warning. The surround-view camera system gives a bird's-eye view while parking. The V8 has been dropped.

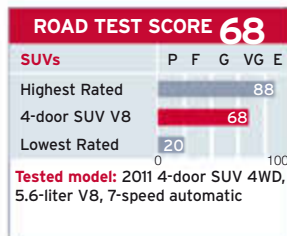
## Infiniti QX80



This very large SUV has a plush, luxurious, and quiet interior. The QX80 has a steady and supple ride, but handling is ungainly. The seven-speed automatic transmission and 400-hp 5.6-liter V8 provide smooth and strong performance but it chugs premium fuel, returning just 15 mpg overall. The tall step-up into the cabin is an ungracious affair. Cargo volume is plentiful, and there's a usable third-row seat. Handling is cumbersome in everyday driving and doesn't shine at its limits. Electronic safety aids include lane-departure and blind-spot warning systems, and a panoramic rear-view camera. Infiniti's Backup Collision Intervention system is optional.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$45,850-\$47,300  
**Body styles:** 4-door SUV  
**Trim lines:** 3.7  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.7-liter V6 (325 hp)  
**Transmissions:** 7-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Infiniti QX70
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....191  
 Width (in.) ..... 76  
 Height (in.) ..... 66  
 Wheelbase (in.) .....114  
 Weight (lb.) ..... 4,225  
 % weight front/rear ... .51/49

#### Cargo measurement

Max. load (lb.) .....950  
 Cargo volume, cu.ft. ... 25.5  
 Towing capacity (lb.) . . 2,000

#### Fuel

Premium  
 EPA city/hwy, mpg ...16/22

**Base price:** \$61,350-\$64,450  
**Body styles:** 4-door SUV  
**Trim lines:** Base, Limited  
**Drive wheels:** Rear or permanent 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 5.6-liter V8 (400 hp)  
**Transmissions:** 7-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Infiniti QX56, QX80
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ★ ★ ★ ● ★ ★
Engine Minor	★ ★ ★ ★ ★ ★ ● ★ ★
Engine Cooling	★ ★ ★ ★ ★ ★ ● ★ ★
Trans. Major	★ ★ ★ ★ ★ ★ ● ★ ★
Trans. Minor	★ ★ ★ ★ ★ ★ ● ★ ★
Drive System	★ ★ ★ ★ ★ ★ ● ★ ★
Fuel System	★ ★ ★ ★ ★ ★ ● ★ ★
Electrical	★ ★ ★ ★ ★ ★ ● ★ ★
Climate System	★ ★ ★ ★ ★ ★ ● ★ ★
Suspension	★ ★ ★ ★ ★ ★ ● ★ ★
Brakes	★ ★ ★ ★ ★ ★ ● ★ ★
Exhaust	★ ★ ★ ★ ★ ★ ● ★ ★
Paint/Trim	★ ★ ★ ★ ★ ★ ○ ★ ★
Body Integrity	★ ★ ★ ★ ★ ★ ● ★ ★
Body Hardware	★ ★ ★ ★ ★ ★ ● ★ ★
Power equip.	★ ★ ★ ★ ★ ★ ● ★ ★
Audio System	★ ★ ★ ★ ★ ★ ○ ★ ★
<b>USED CAR VERDICTS</b>	★ ★ ★ ★ ★ ★ ● ★ ★
<b>NEW CAR PREDICTION</b>	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....208  
 Width (in.) ..... 80  
 Height (in.) ..... 76  
 Wheelbase (in.) .....121  
 Weight (lb.) ..... 5,990  
 % weight front/rear ... .51/49

#### Cargo measurement

Max. load (lb.) .....1,590  
 Cargo volume, cu.ft. ... 49.5  
 Towing capacity (lb.) . . 8,500

#### Fuel

Premium  
 EPA city/hwy, mpg ... 14/20

## Jaguar F-Type



**J**aguar's F-Type resurrects the brand's sports-car heritage. Three supercharged engines are offered: two V6s ranging from 340 to 380 horsepower and a 495-hp V8. The eight-speed automatic works well but the shifter is fussy. For the convertible, Jaguar chose a soft-top design in the interest of folding speed, lighter weight, and trunk space. In initial drives we noted that the body is solid and free of shakes, and open top motoring is free of wind buffeting. The exhaust note is quite brash. The ride is very taut and controlled and handling is responsive and capable, with communicative steering. The coupe includes an R version with a 550-hp V8.



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$65,000-\$165,000  
**Body styles:** convertible; coupe  
**Trim lines:** Base, V6 S, V8 S, R, Project 7  
**Drive wheels:** Rear  
**Seating:** 2 front  
**Engines:** 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (495, 550, 575 hp)  
**Transmissions:** 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....176  
 Width (in.) ..... 76  
 Height (in.) .....51  
 Wheelbase (in.) ..... 103  
 Weight (lb.) ..... 3,520  
 % weight front/rear .....NA

#### Cargo measurement

Max. load (lb.) .....420  
 Cargo volume, cu.ft. ....7.0  
 Towing capacity (lb.) ....NR

#### Fuel

Premium  
 EPA city/hwy, mpg ....19/27

### RELIABILITY HISTORY

TROUBLE SPOTS	Jaguar F-Type
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical

Climate System  
 Suspension  
 Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.

Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

NA

NOT  
 ENOUGH  
 DATA  
 TO  
 RATE

## Jaguar XF



**T**he midsize Jaguar XF is something of a boutique selection: stylish, expensive, and a little whimsical—even eccentric. It's one of the sportiest-handling cars in its class. Driving dynamics are on par with the Audi A6 and BMW 5 Series, but the XF has better steering. The ride is compliant and composed with underlying firmness. Most versions use the supercharged 3.0-liter V6 and eight-speed automatic. The base engine is a four-cylinder; three powerful V8s top the range. Our AWD V6 proved very quick and agile. Its coupe-like styling takes a toll on access and visibility. The cabin is beautifully finished, but snug, especially in back, and the controls are needlessly complicated.

### ROAD TEST SCORE 80

Sedans	P	F	G	VG	E
Highest Rated					99
3.0 V6				80	
Lowest Rated			44		100

**Tested model:** 2013 3.0 sedan AWD, 3.0-liter V6 supercharged, 8-speed automatic

### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	⊖
ACCIDENT AVOIDANCE	⊕
FUEL ECONOMY	○

**Base price:** \$50,175-\$99,000  
**Body styles:** sedan  
**Trim lines:** 2.0, 3.0, Supercharged, XFR, XFR-S  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp); 5.0-liter V8 supercharged (510 hp); 5.0-liter V8 supercharged (550 hp)  
**Transmissions:** 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Jaguar XF
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical

Climate System  
 Suspension  
 Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.

Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

NA

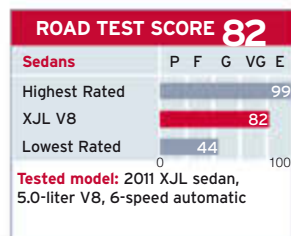
NOT  
 ENOUGH  
 DATA  
 TO  
 RATE



## Jaguar XJ



The capable, luxurious XJ sports sedan comes in both regular and long-wheelbase form. Powered by a refined 5.0-liter V8, the big XJ is quiet, very quick, and handles with agility. The ride is supple and steady. The plush interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But some controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes head room and access, and the trunk is small. A supercharged V6 and all-wheel drive are available as well.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$74,200-\$119,000  
**Body styles:** sedan  
**Trim lines:** Base, Portfolio, XJL Portfolio, Supercharged, XJL Supercharged, XJR  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp); 5.0-liter V8 supercharged (550 hp)  
**Transmissions:** 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 207  
 Width (in.) ..... 75  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 124  
 Weight (lb.) ..... 4,200  
 % weight front/rear ... 51/49

#### Cargo measurement

Max. load (lb.) ..... 880  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg ... 18/27

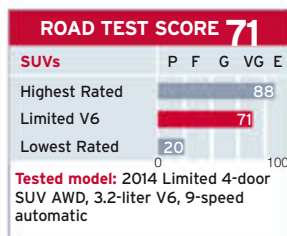
RELIABILITY HISTORY	
TROUBLE SPOTS	Jaguar XJ
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
USED CAR VERDICTS	
NEW CAR PREDICTION	NA

NOT  
ENOUGH  
DATA  
TO  
RATE

## Jeep Cherokee



This small SUV could be a contender, but the Dart-based Cherokee is too underdeveloped and unrefined. If you have your heart set on one, get the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow and gets lousy fuel economy for the class—just 22 mpg overall. The nine-speed automatic is not all that responsive or refined. Handling is competent, but short on agility and the ride is jittery. Its a quiet SUV, with a comfortable backseat and a state-of-the-art infotainment system. Limited trims can be equipped with many high-end features. The Trailhawk is very capable off-road, and the V6 can tow an impressive 4,500 pounds. First year reliability has been much below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$22,995-\$30,395  
**Body styles:** 4-door SUV  
**Trim lines:** Sport, Latitude, Limited, Trailhawk  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (184 hp); 3.2-liter V6 (271 hp)  
**Transmissions:** 9-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 73  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 4,120  
 % weight front/rear ... 57/43

#### Cargo measurement

Max. load (lb.) ..... 1,000  
 Cargo volume, cu.ft. .... 31.0  
 Towing capacity (lb.) ... 4,500

#### Fuel

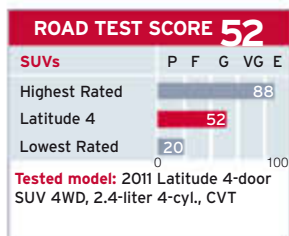
Regular  
 EPA city/hwy, mpg ... 19/27

RELIABILITY HISTORY	
TROUBLE SPOTS	Jeep Cherokee (V6)
	05 06 07 08 09 10 11 12 13 14
Engine Major	●
Engine Minor	●
Engine Cooling	●
Trans. Major	●
Trans. Minor	●
Drive System	●
Fuel System	●
Electrical	●
Climate System	●
Suspension	●
Brakes	●
Exhaust	●
Paint/Trim	●
Body Integrity	●
Body Hardware	●
Power equip.	●
Audio System	○
USED CAR VERDICTS	●
NEW CAR PREDICTION	Much worse than average ●

## Jeep Compass



The 2014 Compass received a freshening that replaces the CVT with a six-speed automatic for most models. But it is still outdated and uncompetitive. Its low-speed ride is composed, and handling is secure, but not agile. The sluggish 2.4-liter four-cylinder returned 22 mpg overall. The upright front seats are narrow and are not particularly comfortable, and the cabin is cramped. Controls are straightforward, and the interior, though basic, is constructed of somewhat better materials. The high belt line makes the cabin feel claustrophobic, and the styling restricts visibility to the rear. Reliability has dropped to well below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$18,995-\$28,195  
**Body styles:** 4-door SUV  
**Trim lines:** Sport, Latitude, Limited  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (158 hp); 2.4-liter 4 (172 hp)  
**Transmissions:** 5-speed manual; CVT; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 173  
 Width (in.) ..... 69  
 Height (in.) ..... 65  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,590  
 % weight front/rear . . 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 925  
 Cargo volume, cu.ft. . . 26.5  
 Towing capacity (lb.) . . 1,000

#### Fuel

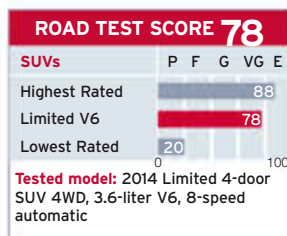
Regular  
 EPA city/hwy, mpg . . . 21/26

RELIABILITY HISTORY	
TROUBLE SPOTS	Jeep Compass
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ★ ★ ★ ●
Engine Minor	★ ★ ★ ★ ★ ★ ●
Engine Cooling	★ ★ ★ ★ ★ ★ ●
Trans. Major	★ ★ ★ ★ ★ ★ ●
Trans. Minor	★ ★ ★ ★ ★ ★ ●
Drive System	★ ★ ★ ★ ★ ★ ●
Fuel System	★ ★ ★ ★ ★ ★ ●
Electrical	★ ★ ★ ★ ★ ★ ●
Climate System	★ ★ ★ ★ ★ ★ ●
Suspension	★ ★ ★ ★ ★ ★ ●
Brakes	★ ★ ★ ★ ★ ★ ●
Exhaust	★ ★ ★ ★ ★ ★ ●
Paint/Trim	★ ★ ★ ★ ★ ★ ●
Body Integrity	★ ★ ★ ★ ★ ★ ●
Body Hardware	★ ★ ★ ★ ★ ★ ●
Power equip.	★ ★ ★ ★ ★ ★ ●
Audio System	★ ★ ★ ★ ★ ★ ○
<b>USED CAR VERDICTS</b>	★ ★ ★ ★ ★ ★ ●
<b>NEW CAR PREDICTION</b>	Much worse than average ●

## Jeep Grand Cherokee



The midsize Grand Cherokee SUV has a solid, upscale interior, comfortable seats, and a supple, controlled ride. Handling is fairly agile for the class, fit and finish is impressive, and the eight-speed automatic is smooth. The standard 3.6-liter V6 returned so-so fuel economy. Two V8s, a 5.7 liter and the SRT's 6.4 liter, are optional. The good-performing diesel returned 24 mpg. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the easiest-to-use systems we've tested. Appropriately optioned, the Grand Cherokee makes a good tow vehicle or a capable off-roader. Reliability of all versions has been well below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$29,595-\$64,395  
**Body styles:** 4-door SUV  
**Trim lines:** Laredo, Limited, Overland, Summit, SRT  
**Drive wheels:** Rear or permanent 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (290 hp); 5.7-liter V8 (360 hp); 6.4-liter V8 (470 hp)  
**Transmissions:** 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 190  
 Width (in.) ..... 77  
 Height (in.) ..... 68  
 Wheelbase (in.) ..... 115  
 Weight (lb.) ..... 4,900  
 % weight front/rear . . 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 1,050  
 Cargo volume, cu.ft. . . 36.5  
 Towing capacity (lb.) . . 6,200

#### Fuel

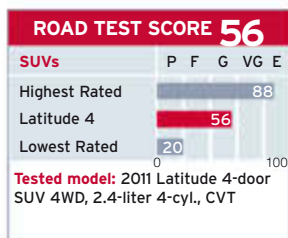
Regular or diesel or premium  
 EPA city/hwy, mpg . . . 17/24

RELIABILITY HISTORY	
TROUBLE SPOTS	Jeep Grand Cherokee (V6)
	05 06 07 08 09 10 11 12 13 14
Engine Major	○ ● ● ● ● ● ● ● ● ●
Engine Minor	● ○ ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	○ ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	○ ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	○ ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	○ ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	○ ○ ○ ○ ○ ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Much worse than average ●

## Jeep Patriot



**A**lthough the Patriot small SUV has a compliant ride and mostly simple controls, little else stands out. Even with its 2014 freshening, which included replacing the CVT with a six-speed automatic for most versions, it's pretty much outdated and outclassed. Handling lacks agility. The sluggish 2.4-liter four-cylinder returned just 21 mpg overall. Once inside, passengers will notice the narrow cabin, wide center console, and small windows, which give the car a closed-in feeling. On top of all that, the cargo area is small. Reliability has been average, but the Patriot scores too low for us to recommend it.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$16,695-\$26,695  
**Body styles:** 4-door SUV  
**Trim lines:** Sport, Latitude, Limited  
**Drive wheels:** Front or permanent 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (158 hp); 2.4-liter 4 (172 hp)  
**Transmissions:** 5-speed manual; CVT; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....174  
 Width (in.) ..... 69  
 Height (in.) ..... 67  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,350  
 % weight front/rear ... 58/42  
**Cargo measurement**  
 Max. load (lb.) ..... 925  
 Cargo volume, cu.ft. ... 29.5  
 Towing capacity (lb.) ... 1,000  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 21/26

RELIABILITY HISTORY	
TROUBLE SPOTS	Jeep Patriot
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ○ ★ ● ● ● ★ ●
Engine Minor	★ ● ★ ● ● ● ★ ●
Engine Cooling	★ ○ ★ ● ● ● ★ ●
Trans. Major	★ ● ★ ● ● ● ★ ●
Trans. Minor	★ ● ★ ○ ● ● ★ ●
Drive System	★ ● ★ ● ● ● ★ ●
Fuel System	★ ● ★ ○ ● ● ★ ●
Electrical	★ ● ★ ● ● ● ★ ●
Climate System	★ ○ ★ ○ ● ● ★ ●
Suspension	★ ● ★ ● ● ● ★ ●
Brakes	★ ● ★ ● ● ● ★ ●
Exhaust	★ ○ ★ ● ● ● ★ ●
Paint/Trim	★ ● ★ ● ● ● ★ ●
Body Integrity	★ ● ★ ● ● ● ★ ●
Body Hardware	★ ○ ★ ● ● ● ★ ●
Power equip.	★ ● ★ ● ● ● ★ ●
Audio System	★ ○ ★ ● ● ● ★ ○
<b>USED CAR VERDICTS</b>	★ ● ★ ○ ● ● ★ ○
<b>NEW CAR PREDICTION</b>	Average ○

## Jeep Renegade



**B**uilt in Italy and based on the Fiat 500L, the Renegade is Jeep's first subcompact SUV. It offers traditional Jeep values such as some off-road ability and open-air driving thanks to its large sunroof. It gets two familiar engines: a 1.4-liter turbo four-cylinder or a 2.4-liter four-cylinder. Front-wheel drive models will have an optional six-speed manual, but most versions will come with the nine-speed automatic. An off-road-worthy Trailhawk will be offered. Safety features include available forward-collision and lane-departure warning, blind-spot monitoring, rear cross path detection and a backup camera. Chrysler's Uconnect infotainment system is optional.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$20,000-\$30,000E  
**Body styles:** 4-door SUV  
**Trim lines:** Latitude, Trailhawk  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (184 hp)  
**Transmissions:** 6-speed manual; 9-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....167  
 Width (in.) .....71  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 101  
 Weight (lb.) ..... 3,310  
 % weight front/rear ....NA  
**Cargo measurement**  
 Max. load (lb.) .....NA  
 Cargo volume, cu.ft. ....NA  
 Towing capacity (lb.) ... 2,000  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 21/28

RELIABILITY HISTORY	
TROUBLE SPOTS	Jeep Renegade
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	New

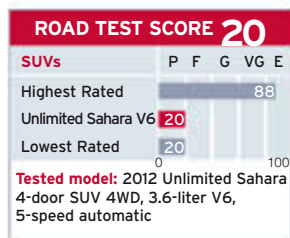
NO  
DATA  
NEW  
MODEL



## Jeep Wrangler



**A**s an everyday vehicle, the Wrangler trails most SUVs. However, for mainly off-road use, few vehicles are better. The Wrangler uses Chrysler's 3.6-liter V6 and five-speed automatic, which returned 17 mpg overall in our tests. While the Jeep is better than it's ever been, the ride still rocks and jiggles constantly, and handling is very clumsy. Wind noise is very loud at highway speeds. Getting in and out is an awkward act, and the interior is uncomfortable. Off-road performance is still impressive, but the Rubicon performs better than our tested Unlimited Sahara did. IIHS side-crash results without the optional side air bags are unimpressive. Reliability has been well below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$22,695-\$35,395  
**Body styles:** 2-door SUV; 4-door SUV  
**Trim lines:** Sport, Unlimited Sport, Sahara, Rubicon, Unlimited Sahara, Unlimited Rubicon  
**Drive wheels:** Part-time 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (285 hp)  
**Transmissions:** 6-speed manual; 5-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 173  
 Width (in.) ..... 74  
 Height (in.) ..... 71  
 Wheelbase (in.) ..... 116  
 Weight (lb.) ..... 4,570  
 % weight front/rear ... 50/50  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. ... 34.5  
 Towing capacity (lb.) ... 3,500

#### Fuel

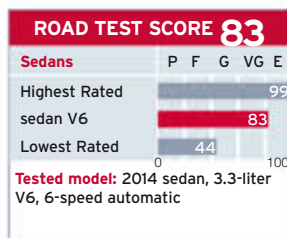
Regular  
 EPA city/hwy, mpg ... 16/20

RELIABILITY HISTORY	
TROUBLE SPOTS	Jeep Wrangler (4-door)
	05 06 07 08 09 10 11 12 13 14
Engine Major	○ ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	○ ○ ● ● ● ● ● ● ● ●
Exhaust	○ ○ ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	○ ○ ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Much worse than average ●

## Kia Cadenza



**T**he Cadenza is a competent and credible competitor among large sedans. There's a lot here for the money, including a luxurious, quiet interior, a roomy backseat, responsive handling, and a comfortable ride. The 293-hp, 3.3-liter V6 engine and standard six-speed automatic combine to make a slick powertrain that delivers a competitive 22 mpg overall. Controls are refreshingly easy to use. A host of electronic safety aids are available, but some of the most useful ones are bundled into expensive options packages. First year reliability has been well above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$34,900-\$43,800  
**Body styles:** sedan  
**Trim lines:** Premium, Limited  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 3.3-liter V6 (293 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Kia Cadenza
	05 06 07 08 09 10 11 12 13 14
Engine Major	●
Engine Minor	●
Engine Cooling	●
Trans. Major	●
Trans. Minor	●
Drive System	●
Fuel System	●
Electrical	●
Climate System	●
Suspension	●
Brakes	●
Exhaust	●
Paint/Trim	●
Body Integrity	●
Body Hardware	●
Power equip.	●
Audio System	●
<b>USED CAR VERDICTS</b>	●
<b>NEW CAR PREDICTION</b>	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 196  
 Width (in.) ..... 73  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,765  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. ... 16.0  
 Towing capacity (lb.) ... NR

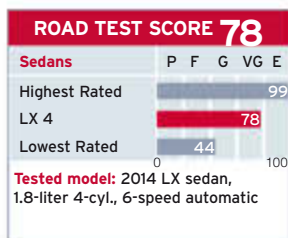
#### Fuel

Regular  
 EPA city/hwy, mpg ... 19/28

## Kia Forte



**K**ia's Forte provides generous interior room and a wide assortment of amenities. The sedan offers seating for five in a sleek, stylish design. Our tested base LX sedan got 28 mpg overall with the 1.8-liter four-cylinder and six-speed automatic. It has a smooth powertrain and a relatively quiet cabin. EX models are powered by a 2.0-liter four-cylinder. The hatchback and coupe get a 1.6-liter turbo. The Forte is available with a host of features not normally found in the class, including front/rear heated and ventilated seats, and a heated steering wheel. Kia claims the 2015 models get better fuel economy. First year reliability of the redesign has been average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$15,890-\$21,890  
**Body styles:** 4-door hatchback; coupe; sedan  
**Trim lines:** LX, EX, SX  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 (145 hp); 2.0-liter 4 (173 hp); 1.6-liter 4 turbo (201 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 180  
 Width (in.) ..... 70  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 2,815  
 % weight front/rear ... 62/38  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 26/39

RELIABILITY HISTORY	
TROUBLE SPOTS	Kia Forte
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ●
Engine Minor	○ ● ● ● ●
Engine Cooling	● ● ● ● ●
Trans. Major	● ● ● ● ●
Trans. Minor	● ○ ● ● ●
Drive System	● ● ● ● ●
Fuel System	● ● ● ● ●
Electrical	○ ● ● ● ●
Climate System	● ○ ● ● ●
Suspension	● ○ ○ ○ ●
Brakes	● ● ● ● ●
Exhaust	● ● ● ● ●
Paint/Trim	● ● ● ● ●
Body Integrity	● ○ ○ ○ ●
Body Hardware	○ ○ ● ● ●
Power equip.	● ● ● ● ●
Audio System	○ ● ● ● ●
<b>USED CAR VERDICTS</b>	○ ○ ● ● ●
<b>NEW CAR PREDICTION</b>	Average ○

## Kia K900



**K**ia's new flagship is the brand's first rear-drive model and cousin of the Hyundai Equus. It is offered with a smooth and punchy 420-hp V8, with a 3.8-liter V6 coming later. The K900 is like a traditional freeway cruiser: more comfortable wafting along in a straight line than carving corners. The base infotainment system uses a 9.2-inch screen, while top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include blind-spot and lane-detection systems, rear cross-traffic alert, a wraparound camera, and front-collision warning.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$59,500  
**Body styles:** sedan  
**Trim lines:** V6, V8  
**Drive wheels:** Rear  
**Seating:** 2 front, 3 rear  
**Engines:** 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)  
**Transmissions:** 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 201  
 Width (in.) ..... 75  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 120  
 Weight (lb.) ..... 4,555  
 % weight front/rear .... NA  
**Cargo measurement**  
 Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Regular  
 EPA city/hwy, mpg ... 15/23

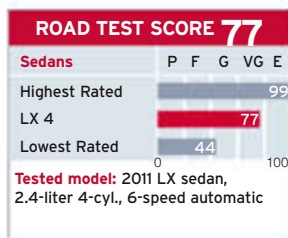
RELIABILITY HISTORY	
TROUBLE SPOTS	Kia K900
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	New

NO  
DATA  
NEW  
MODEL

## Kia Optima



**K**ia's version of the previous generation Hyundai Sonata is a good car but falls a bit short of its corporate cousin in ride comfort, braking, and fuel economy. It handles well but the ride is borderline stiff and road noise is noticeable. The standard 2.4-liter four-cylinder performs well. Top-level trims get a turbo four-cylinder that's economical and powerful but not as refined as competitors' V6 engines. A hybrid is also available. The front seats are comfortable, but the rear seat is low. The styling detracts from rear visibility and access. Reliability has been average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$21,650-\$35,500  
**Body styles:** sedan  
**Trim lines:** LX, EX, SX, Hybrid, Limited  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (192 hp); 2.4-liter 4 hybrid (199 hp); 2.0-liter 4 turbo (274 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Kia Optima (4-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ● ● ● ★ ● ● ● ●
Engine Minor	★ ★ ● ● ● ★ ● ● ● ●
Engine Cooling	★ ★ ● ● ● ★ ● ● ● ●
Trans. Major	★ ★ ● ● ● ★ ● ● ● ●
Trans. Minor	★ ★ ● ● ● ★ ● ● ● ●
Drive System	★ ★ ● ● ● ★ ● ● ● ●
Fuel System	★ ★ ● ● ● ★ ● ● ● ●
Electrical	★ ★ ● ● ● ★ ● ● ● ●
Climate System	★ ★ ● ● ● ★ ● ● ● ●
Suspension	★ ★ ● ● ● ★ ● ● ● ●
Brakes	★ ★ ● ● ● ★ ● ● ● ●
Exhaust	★ ★ ● ● ● ★ ● ● ● ●
Paint/Trim	★ ★ ● ● ● ★ ● ● ● ●
Body Integrity	★ ★ ● ● ● ★ ● ● ● ●
Body Hardware	★ ★ ● ● ● ★ ● ● ● ●
Power equip.	★ ★ ● ● ● ★ ● ● ● ●
Audio System	★ ★ ● ● ● ★ ● ● ● ●
USED CAR VERDICTS	★ ★ ● ● ● ★ ● ● ● ●
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 191  
 Width (in.) ..... 72  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 110  
 Weight (lb.) ..... 3,260  
 % weight front/rear .. 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR

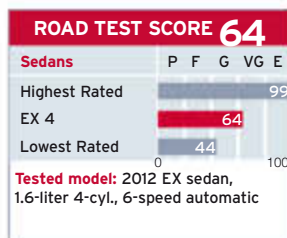
#### Fuel

Regular  
 EPA city/hwy, mpg ... 23/34

## Kia Rio



**T**he Rio comes as a sedan or hatchback and is a corporate cousin of the Hyundai Accent. Power comes from a 138-hp, 1.6-liter four-cylinder mated to a six-speed automatic. Fuel economy of 29 mpg overall with our automatic-equipped hatchback isn't stellar for the class. The sedan version returned 30 mpg. The Rio feels solid compared with some other subcompacts. Its stiff ride and noisy cabin are typical of the genre, but not unbearable. Higher trim models offer amenities such as heated seats and a rear-view camera, but they can push the price up steeply. Reliability has been above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$13,900-\$18,240  
**Body styles:** 4-door hatchback; sedan  
**Trim lines:** LX, EX, SX  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 (138 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Kia Rio
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ★ ★ ★ ★ ● ★
Engine Minor	★ ★ ★ ★ ★ ★ ★ ● ★
Engine Cooling	★ ★ ★ ★ ★ ★ ★ ● ★
Trans. Major	★ ★ ★ ★ ★ ★ ★ ● ★
Trans. Minor	★ ★ ★ ★ ★ ★ ★ ● ★
Drive System	★ ★ ★ ★ ★ ★ ★ ● ★
Fuel System	★ ★ ★ ★ ★ ★ ★ ● ★
Electrical	★ ★ ★ ★ ★ ★ ★ ● ★
Climate System	★ ★ ★ ★ ★ ★ ★ ● ★
Suspension	★ ★ ★ ★ ★ ★ ★ ● ★
Brakes	★ ★ ★ ★ ★ ★ ★ ● ★
Exhaust	★ ★ ★ ★ ★ ★ ★ ● ★
Paint/Trim	★ ★ ★ ★ ★ ★ ★ ● ★
Body Integrity	★ ★ ★ ★ ★ ★ ★ ● ★
Body Hardware	★ ★ ★ ★ ★ ★ ★ ● ★
Power equip.	★ ★ ★ ★ ★ ★ ★ ● ★
Audio System	★ ★ ★ ★ ★ ★ ★ ● ★
USED CAR VERDICTS	★ ★ ★ ★ ★ ★ ★ ● ★
NEW CAR PREDICTION	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 172  
 Width (in.) ..... 68  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 101  
 Weight (lb.) ..... 2,575  
 % weight front/rear .. 62/38  
**Cargo measurement**  
 Max. load (lb.) ..... 925  
 Cargo volume, cu.ft. .... 14.0  
 Towing capacity (lb.) .... NR

#### Fuel

Regular  
 EPA city/hwy, mpg ... 27/37



## Kia Sedona



The redesigned Sedona is available in seven- or eight-passenger seating capacities. Under the hood is the same 276-hp, 3.3-liter V6 engine used in the Sorento SUV, matched with a six-speed automatic. Buyers can opt for a three-passenger second row or captain's chairs with footrests. A new front console provides handy concealed storage. Newly available safety features include forward-collision, blind-spot, and cross-traffic alert systems. Look for the UVO infotainment system to feature downloadable Internet radio and convenience apps, along with vehicle monitoring services for geo-fencing and curfew alert.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$25,900-\$39,700

**Body styles:** minivan

**Trim lines:** L, LX, EX, SX, SX Limited

**Drive wheels:** Front

**Seating:** 2 front, 3 rear, 3 third

**Engines:** 3.3-liter V6 (276 hp)

**Transmissions:** 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	201
Width (in.)	78
Height (in.)	69
Wheelbase (in.)	121
Weight (lb.)	4,550
% weight front/rear	57/43
<b>Cargo measurement</b>	
Max. load (lb.)	NA
Cargo volume, cu.ft.	NA
Towing capacity (lb.)	3,500

#### Fuel

Regular	
EPA city/hwy, mpg	18/24

### RELIABILITY HISTORY

TROUBLE SPOTS	Kia Sedona												
	05	06	07	08	09	10	11	12	13	14			
Engine Major	●	○	○	○	★	★	●	★			★		
Engine Minor	●	●	●	●	★	★	○	●	★				
Engine Cooling	●	★	●	●	★	★	●	●	★				
Trans. Major	●	●	●	●	★	★	●	●	★				
Trans. Minor	●	●	●	●	★	★	○	★	★				
Drive System	○	●	○	○	★	★	●	★			★		
Fuel System	●	●	●	○	★	★	●	★					
Electrical	●	●	●	●	★	★	●	●	★				
Climate System	●	●	●	○	★	★	●	★					
Suspension	○	●	●	○	★	★	○	○	★				
Brakes	●	●	●	●	★	★	●	●	★				
Exhaust	●	●	●	●	★	★	●	●	★				
Paint/Trim	●	●	○	○	★	★	○	★					
Body Integrity	●	●	●	●	★	★	●	★					
Body Hardware	●	●	●	●	★	★	●	●	★				
Power equip.	●	●	●	●	★	★	●	●	★				
Audio System	●	●	●	○	★	★	●	●	★				
<b>USED CAR VERDICTS</b>	●	●	○	○	★	★	●	●	★				
<b>NEW CAR PREDICTION</b>													New

## Kia Sorento



The Sorento offers lots of interior space yet is easily maneuverable and not too bulky in day-to-day driving. Its refined 290-hp, 3.3-liter V6 averaged 20 mpg in our tests. Base models get a 2.4-liter direct-injected four-cylinder. The ride is a little jiggly, and handling, though responsive and secure, isn't exactly sporty. Comprehensive infotainment and electronic connectivity features are available and work well. The EX trim brings comfortable leather seats among its long list of features. An optional third-row seat is OK for small children. Reliability has been average, but we can no longer recommend the Sorento because it scored a Poor in the IIHS small-overlap crash test.

### ROAD TEST SCORE **77**

SUVs	P	F	G	V	E
Highest Rated					88
EX V6				77	
Lowest Rated				20	

**Tested model:** 2014 EX 4-door SUV AWD, 3.3-liter V6, 6-speed automatic

### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$24,300-\$41,700

**Body styles:** 4-door SUV

**Trim lines:** LX, EX, SX, Limited

**Drive wheels:** Front or AWD

**Seating:** 2 front, 3 rear, 2 third

**Engines:** 2.4-liter 4 (191 hp); 3.3-liter V6 (290 hp)

**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Kia Sorento (V6)												
	05	06	07	08	09	10	11	12	13	14			
Engine Major	●	★	★	★	★	●	●	●	●	●			
Engine Minor	○	★	★	★	★	●	●	●	●	●			
Engine Cooling	●	★	★	★	★	●	●	●	●	●			
Trans. Major	●	★	★	○	★	●	●	●	●	●			
Trans. Minor	●	★	★	★	★	●	●	●	●	●			
Drive System	●	★	★	★	★	○	○	○	○	○			
Fuel System	●	★	★	★	★	○	○	○	○	○			
Electrical	○	★	★	★	★	●	●	●	●	●			
Climate System	●	★	★	★	★	●	●	●	●	●			
Suspension	●	★	★	★	★	○	○	○	○	○			
Brakes	○	★	★	★	★	○	○	○	○	○			
Exhaust	●	★	★	★	★	●	●	●	●	●			
Paint/Trim	●	★	★	★	★	●	●	●	●	●			
Body Integrity	●	★	★	★	★	○	○	○	○	○			
Body Hardware	●	★	★	★	★	●	●	●	●	●			
Power equip.	●	★	★	★	★	○	○	○	○	○			
Audio System	●	★	★	★	★	○	○	○	○	○			
<b>USED CAR VERDICTS</b>	●	★	★	★	★	○	○	○	○	○			
<b>NEW CAR PREDICTION</b>													Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	184
Width (in.)	74
Height (in.)	67
Wheelbase (in.)	106
Weight (lb.)	4,235
% weight front/rear	55/45
<b>Cargo measurement</b>	
Max. load (lb.)	1,120
Cargo volume, cu.ft.	37.5
Towing capacity (lb.)	3,500

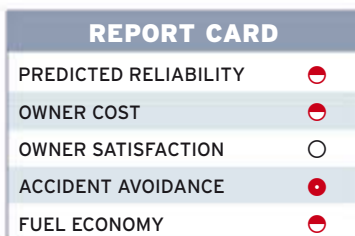
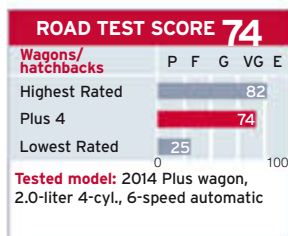
#### Fuel

Regular	
EPA city/hwy, mpg	18/24

## Kia Soul



The Soul brings more to the table than quirky styling. There's abundant interior space, with the chair-like seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul looks and feels like a low-riding SUV. The driving experience isn't special: the ride is stiff, and handling is sound, but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. An impressive options list includes heated seats, touch-screen navigation, and a backup camera. An electric version is available in California. First year reliability of the redesign has been above average.



**Base price:** \$15,100-\$20,700  
**Body styles:** wagon  
**Trim lines:** Base, Plus, I, EV  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** Electric (109 hp); 1.6-liter 4 (130 hp); 2.0-liter 4 (164 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic; 1-speed direct

RELIABILITY HISTORY	
TROUBLE SPOTS	Kia Soul
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ●
Engine Minor	● ● ● ● ●
Engine Cooling	● ● ● ● ●
Trans. Major	● ● ● ● ●
Trans. Minor	● ● ● ● ●
Drive System	● ● ● ● ●
Fuel System	● ● ● ● ●
Electrical	● ● ● ● ●
Climate System	● ● ● ● ●
Suspension	● ● ● ● ●
Brakes	● ● ● ● ●
Exhaust	● ● ● ● ●
Paint/Trim	○ ● ● ● ●
Body Integrity	○ ○ ● ● ●
Body Hardware	○ ○ ● ● ●
Power equip.	● ● ● ● ●
Audio System	● ○ ○ ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 163  
 Width (in.) ..... 71  
 Height (in.) ..... 63  
 Wheelbase (in.) ..... 101  
 Weight (lb.) ..... 3,055  
 % weight front/rear ... .61/39  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. ... 24.5  
 Towing capacity (lb.) ... NR

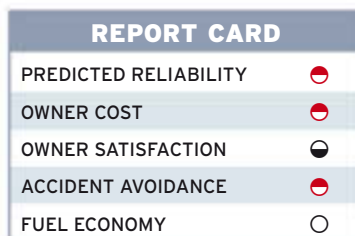
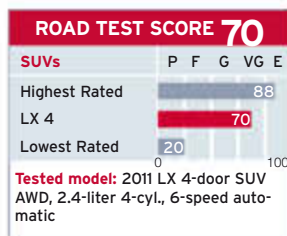
#### Fuel

Regular or electric  
 EPA city/hwy, mpg ... 23/31

## Kia Sportage



The Sportage handles nimbly and has a refined powertrain. But it has a stiff ride, pronounced road noise, and acceleration is leisurely. The base 2.4-liter four-cylinder got a good 22 mpg in our tests. The top-trim SX has a stronger, turbocharged 2.0-liter four-cylinder that gets 21 mpg overall, but has a stiffer ride due to different suspension tuning and tires. While the sporty styling may look appealing, it compromises cargo space and impairs the view out, especially to the rear. Cabin appointments are basic but nicely fitted. Reliability has been above average. The Sportage scored a Poor in the IIHS small-overlap crash test.



**Base price:** \$21,750-\$29,600  
**Body styles:** 4-door SUV  
**Trim lines:** LX, EX, SX  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (182 hp); 2.0-liter 4 turbo (260 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Kia Sportage
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ○ ○ ○ ○ ★ ● ● ● ●
Engine Minor	★ ● ● ● ● ★ ● ● ● ●
Engine Cooling	★ ● ● ● ● ★ ● ● ● ●
Trans. Major	★ ○ ● ● ○ ★ ● ● ● ●
Trans. Minor	★ ● ● ○ ○ ★ ○ ● ● ●
Drive System	★ ● ● ● ● ★ ● ● ● ●
Fuel System	★ ● ● ● ● ★ ○ ● ● ●
Electrical	★ ● ○ ○ ○ ★ ● ● ● ●
Climate System	★ ● ● ● ● ★ ● ● ● ●
Suspension	★ ○ ● ● ● ★ ○ ● ● ●
Brakes	★ ○ ○ ○ ○ ★ ○ ○ ● ●
Exhaust	★ ○ ● ● ● ★ ● ● ● ●
Paint/Trim	★ ○ ○ ● ● ★ ○ ● ● ●
Body Integrity	★ ○ ● ● ● ★ ● ○ ● ●
Body Hardware	★ ● ● ● ● ★ ● ● ● ●
Power equip.	★ ● ● ● ○ ★ ● ● ● ●
Audio System	★ ● ● ● ● ★ ● ● ● ●
<b>USED CAR VERDICTS</b>	★ ● ● ● ● ★ ○ ○ ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 175  
 Width (in.) ..... 73  
 Height (in.) ..... 64  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,375  
 % weight front/rear ... 58/42  
**Cargo measurement**  
 Max. load (lb.) ..... 925  
 Cargo volume, cu.ft. ... 28.0  
 Towing capacity (lb.) ... 2,000

#### Fuel

Regular  
 EPA city/hwy, mpg ... 19/26

## Land Rover Discovery Sport



The Discovery Sport will replace the LR2 for 2015. This more-efficient, Evoque-based package will offer seating for seven with a small third-row seat. Power comes from a 240-hp, 2.0-liter turbo four-cylinder mated to a nine-speed automatic. Available safety features include lane departure, blind-spot warning, and an optional Traffic Sign Recognition feature. An all-wheel drive system coupled with Land Rover's Terrain Response system provides some off-road capability. Despite a base price of \$37,995, typically-equipped versions will likely run into the upper \$40,000 to low \$50,000 range.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$37,995-\$50,000E  
**Body styles:** 4-door SUV  
**Trim lines:** SE, HSE, HSE Lux  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.0-liter 4 turbo (240 hp)  
**Transmissions:** 9-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Land Rover Discovery Sport
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension  
 Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.

NO  
DATA  
NEW  
MODEL

### USED CAR VERDICTS

**NEW CAR PREDICTION**

New

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 181  
 Width (in.) ..... 82  
 Height (in.) ..... 68  
 Wheelbase (in.) ..... 108  
 Weight (lb.) ..... 4,055  
 % weight front/rear ..... NA  
**Cargo measurement**  
 Max. load (lb.) ..... NA  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) . . . 4,410

#### Fuel

Premium  
 EPA city/hwy, mpg . . . 20/28

## Land Rover LR2



The car-based LR2 is Land Rover's smallest and least pricey model. Power comes from a 2.0-liter, turbocharged four-cylinder, which averaged 21 mpg overall when we tested it in the Evoque. The AWD system can be adjusted for varying terrain, and delivers decent off-road ability. The ride is firm but steady, and the steering is well weighted and provides good feedback. In our test of the LR2, it disconcertingly lifted two wheels at its handling limits. Outward visibility is excellent. The interior is nicely finished, but the controls are confusing. A new seven-seat Discovery Sport will replace the LR2 in early 2015.



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$36,600  
**Body styles:** 4-door SUV  
**Trim lines:** Base, HSE, HSE LUX  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp)  
**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Land Rover LR2
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension  
 Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.

NOT  
ENOUGH  
DATA  
TO  
RATE

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 177  
 Width (in.) ..... 75  
 Height (in.) ..... 69  
 Wheelbase (in.) ..... 105  
 Weight (lb.) ..... 4,325  
 % weight front/rear . . . 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 1,100  
 Cargo volume, cu.ft. . . . 30.0  
 Towing capacity (lb.) . . . 3,500

#### Fuel

Premium  
 EPA city/hwy, mpg . . . 20/28

### USED CAR VERDICTS

**NEW CAR PREDICTION**

NA



## Land Rover LR4



**C**ompared with the rest of the Land Rover line, the LR4 is looking a bit dated. The ride is supple, but can get unsettled. Handling, though ultimately secure, is not a strong suit. The LR4 leans and lurches when hustled through corners. A 3.0-liter supercharged V6 and 8-speed automatic are standard. The roomy cabin is comfortable, quiet, and luxuriously appointed, but some controls are confusing. The third-row seat is usable by adults, and cargo capacity is generous, but the two-piece tailgate is fussy to use. Off-road capabilities are top-notch, partly because of the height-adjustable suspension and electronic adjustments for various terrain types.



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$50,595-\$60,795  
**Body styles:** 4-door SUV  
**Trim lines:** Base, HSE, HSE LUX  
**Drive wheels:** Permanent 4WD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.0-liter V6 supercharged (340 hp)  
**Transmissions:** 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Land Rover LR4
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 190  
 Width (in.) ..... 75  
 Height (in.) ..... 72  
 Wheelbase (in.) ..... 114  
 Weight (lb.) ..... 5,710  
 % weight front/rear ... 49/51

#### Cargo measurement

Max. load (lb.) ..... 1,300  
 Cargo volume, cu.ft. ... 52.5  
 Towing capacity (lb.) ... 7,715

#### Fuel

Premium  
 EPA city/hwy, mpg .... 17/23

## Land Rover Range Rover



**O**wners of any ultra-luxury sedan will feel right at home in the quiet, serene-riding Range Rover. The 340-hp supercharged V6 and excellent eight-speed automatic provide effortless motivation, but this SUV focuses more on quiet capability than dexterity. Handling is responsive and secure, but not sporty. Still, it features Rover's latest electronic terrain-coping mechanisms, which give it impressive off-road abilities. We averaged 17 mpg on premium fuel—not great but better than most rivals. First-rate cabin furnishings and comfortable seats are pluses, but some of the touch-screen controls are complex, out-dated, and slow-responding.

### ROAD TEST SCORE 80

SUVs	P	F	G	VG	E
Highest Rated				88	
HSE V6				80	
Lowest Rated	20				100

**Tested model:** 2014 HSE 4-door SUV 4WD, 3.0-liter V6 supercharged, 8-speed automatic

### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$83,300-\$142,100  
**Body styles:** 4-door SUV  
**Trim lines:** Base, HSE, SC V8, Autobiography  
**Drive wheels:** Permanent 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (510 hp)  
**Transmissions:** 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Land Rover Range Rover
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 197  
 Width (in.) ..... 78  
 Height (in.) ..... 72  
 Wheelbase (in.) ..... 115  
 Weight (lb.) ..... 5,300  
 % weight front/rear ... 50/50

#### Cargo measurement

Max. load (lb.) ..... 960  
 Cargo volume, cu.ft. ... 34.5  
 Towing capacity (lb.) ... 7,715

#### Fuel

Premium  
 EPA city/hwy, mpg .... 17/23

## Land Rover Range Rover Evoque

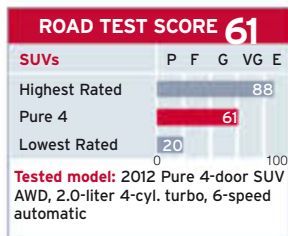


**O**verall, the Evoque compact SUV is more about style than functionality. It's based on the LR2 and comes in two- and four-door versions. We tested the 2.0-liter turbo four-cylinder, mated to a six-speed automatic, and got 21 mpg overall. A new nine-speed automatic is standard. Acceleration and fuel economy are commendable, but the ride is choppy, and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Routine handling is quite agile, but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability—uncommon in this class.

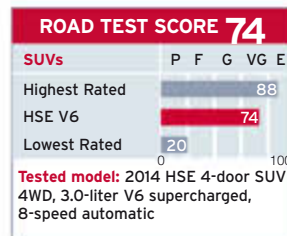
## Land Rover Range Rover Sport



**T**he latest Range Rover Sport is based on the larger, more sedate Range Rover, with a unibody frame and aluminum construction. But the Sport focuses more on agility and handling prowess and less off-road ability. A low range is optional. Power comes from a strong 3.0-liter supercharged V6 or a 510-hp, 5.0-liter supercharged V8, both mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy. The cabin is luxurious, but some controls are behind the times. Rear seat room is generous and a tiny power-folding third-row seat is available.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$41,100-\$57,600  
**Body styles:** 2-door SUV; 4-door SUV  
**Trim lines:** Pure, Pure Plus, Pure Premium, Prestige, Dynamic  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp)  
**Transmissions:** 9-speed automatic

RELIABILITY HISTORY	
<b>TROUBLE SPOTS</b>	Land Rover Range Rover Evoque
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

**Base price:** \$62,600-\$92,400  
**Body styles:** 4-door SUV  
**Trim lines:** SE, HSE, SC V8, Autobiography  
**Drive wheels:** Permanent 4WD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (510 hp)  
**Transmissions:** 8-speed automatic

RELIABILITY HISTORY	
<b>TROUBLE SPOTS</b>	Land Rover Range Rover Sport
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 172  
 Width (in.) ..... 77  
 Height (in.) ..... 64  
 Wheelbase (in.) ..... 105  
 Weight (lb.) ..... 3,940  
 % weight front/rear ... 59/41

#### Cargo measurement

Max. load (lb.) ..... 1,025  
 Cargo volume, cu.ft. ... 25.5  
 Towing capacity (lb.) ... 3,500

#### Fuel

Premium  
 EPA city/hwy, mpg ... 20/28

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 191  
 Width (in.) ..... 78  
 Height (in.) ..... 70  
 Wheelbase (in.) ..... 115  
 Weight (lb.) ..... 5,255  
 % weight front/rear ... 49/51

#### Cargo measurement

Max. load (lb.) ..... 1,345  
 Cargo volume, cu.ft. ... 31.5  
 Towing capacity (lb.) ... 7,715

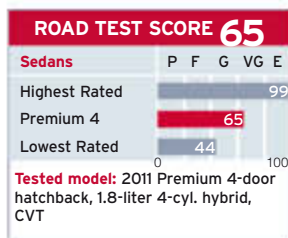
#### Fuel

Premium  
 EPA city/hwy, mpg ... 17/23

## Lexus CT 200h



The CT 200h hybrid got a mild freshening, with exterior and interior styling updates, and some tweaks to tame ride and noise. This small hatchback has excellent fuel economy, but its refinement isn't up to the Lexus standard. Using the same powertrain as the Prius, the CT's 40 mpg is 4 mpg less than the roomier Prius. The CT can drive solely on electric power at low speed. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is nicely trimmed, but the rear seats are tight, cargo capacity is limited, and the rear view is limited. Reliability has been outstanding but it scored too low in our tests to recommend.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$32,050-\$37,885  
**Body styles:** 4-door hatchback  
**Trim lines:** Base, Premium, F Sport  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 hybrid (134 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Lexus CT 200h
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● *
Engine Minor	● ● ● *
Engine Cooling	● ● ● *
Trans. Major	● ● ● *
Trans. Minor	● ● ● *
Drive System	● ● ● *
Fuel System	● ● ● *
Electrical	● ● ● *
Climate System	● ● ● *
Suspension	● ● ● *
Brakes	● ● ● *
Exhaust	● ● ● *
Paint/Trim	○ ● ● *
Body Integrity	○ ● ● *
Body Hardware	● ● ● *
Power equip.	● ● ● *
Audio System	● ● ● *
USED CAR VERDICTS	● ● ● *
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 171  
 Width (in.) ..... 70  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 102  
 Weight (lb.) ..... 3,225  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 18.0  
 Towing capacity (lb.) .... NR

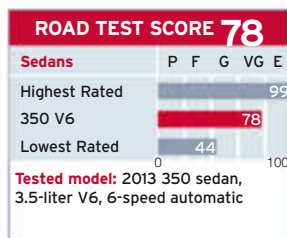
#### Fuel

Regular  
 EPA city/hwy, mpg ... 43/40

## Lexus ES



Lexus ultimately hurt the ride comfort and made the controls complex in its redesign of the ES. In our tests, the powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. The ride is decent but not as plush as before, and worse with the optional 18-inch wheels. Handling is sound but unexceptional. Inside, the quiet cabin looks good at first, but cheap touches are apparent. The control interface is distracting and convoluted unless you skip the navigation system. The hybrid is more appealing, thanks to its combination of size and luxury, and impressive 36 mpg overall and 44 on the highway in our tests. But a Camry provides much of the same for less money.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$37,550-\$40,430  
**Body styles:** sedan  
**Trim lines:** 350, 300h  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)  
**Transmissions:** CVT; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Lexus ES (V6)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 193  
 Width (in.) ..... 71  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 3,575  
 % weight front/rear ... 61/39  
**Cargo measurement**  
 Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR

#### Fuel

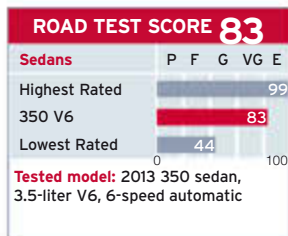
Regular  
 EPA city/hwy, mpg ... 21/31



## Lexus GS



The GS is a competitive luxury sports sedan in terms of ride, handling, quietness, and roominess. A strong 306-hp, 3.5-liter V6 is the standard engine. There's also an eight-speed automatic on the rear-wheel drive versions. All-wheel drive is optional, and uses a six-speed automatic. A 338-hp hybrid version with CVT is also available. Interior space is on par for the class and the cabin is nicely furnished. A mouse-like controller works the navigation system and audio controls, but it is fussy and distracting to use. The car is engaging to drive, with good handling and a taut, yet supple ride. Reliability of the GS has been well above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$47,700-\$60,430  
**Body styles:** sedan  
**Trim lines:** 350, F Sport, 450h  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (306 hp); 3.5-liter V6 hybrid (338 hp)  
**Transmissions:** CVT; 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Lexus GS (6-cyl., V6)
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ● ○ ● ● ● ○ ● ●
Engine Minor	★ ● ● ● ● ● ○ ● ●
Engine Cooling	★ ● ○ ● ● ● ● ● ●
Trans. Major	★ ● ● ● ● ● ● ● ●
Trans. Minor	★ ● ● ● ● ● ● ● ●
Drive System	★ ● ● ● ○ ● ● ● ●
Fuel System	★ ○ ● ● ○ ● ● ● ●
Electrical	★ ● ○ ● ● ● ● ● ●
Climate System	★ ● ● ● ● ● ● ● ●
Suspension	★ ● ● ○ ○ ○ ● ● ●
Brakes	★ ○ ○ ○ ● ○ ● ● ●
Exhaust	★ ○ ● ● ● ● ● ● ●
Paint/Trim	★ ● ● ○ ○ ○ ● ● ●
Body Integrity	★ ● ○ ● ● ● ○ ○ ●
Body Hardware	★ ● ● ● ● ● ● ● ●
Power equip.	★ ● ○ ○ ○ ● ● ● ●
Audio System	★ ○ ○ ○ ● ● ● ● ●
USED CAR VERDICTS	★ ● ● ● ○ ○ ● ● ●
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 191  
 Width (in.) ..... 72  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,845  
 % weight front/rear . . 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. . . 14.0  
 Towing capacity (lb.) . . . NR

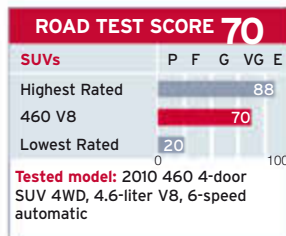
#### Fuel

Premium  
 EPA city/hwy, mpg . . . 19/29

## Lexus GX



The GX 460 SUV is very quiet and quick. Like its Toyota 4Runner corporate cousin, the GX is a body-on-frame design that is capable off-road and has a high tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain that gets a pretty good 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, and off-road ability is commendable. Inside, the cabin is plush and well finished. The small third-row seat folds neatly into the floor when not in use, but the side-swinging rear door can be inconvenient at times.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$49,085-\$60,715  
**Body styles:** 4-door SUV  
**Trim lines:** 460, 460 Premium  
**Drive wheels:** Permanent 4WD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 4.6-liter V8 (301 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Lexus GX
	05 06 07 08 09 10 11 12 13 14
Engine Major	○ ● ● ● ★ ● ● ● ●
Engine Minor	● ● ● ● ★ ● ● ● ●
Engine Cooling	● ● ● ● ★ ● ● ● ●
Trans. Major	● ● ● ● ★ ● ● ● ●
Trans. Minor	● ● ● ● ★ ● ● ● ●
Drive System	○ ● ○ ● ★ ● ● ● ●
Fuel System	● ● ● ● ★ ● ● ● ●
Electrical	● ● ○ ○ ★ ● ● ● ●
Climate System	● ● ● ● ★ ● ● ● ●
Suspension	● ● ● ○ ★ ● ● ● ●
Brakes	○ ● ○ ● ★ ○ ○ ● ●
Exhaust	● ● ● ● ★ ● ● ● ●
Paint/Trim	● ● ● ● ★ ● ● ● ●
Body Integrity	● ● ● ● ★ ● ● ● ●
Body Hardware	○ ● ● ● ★ ○ ○ ● ●
Power equip.	○ ● ● ● ★ ● ● ● ●
Audio System	● ● ● ● ★ ● ● ● ●
USED CAR VERDICTS	○ ● ● ○ ★ ● ● ● ●
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 74  
 Height (in.) ..... 74  
 Wheelbase (in.) ..... 110  
 Weight (lb.) ..... 5,170  
 % weight front/rear . . 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 1,155  
 Cargo volume, cu.ft. . . 36.5  
 Towing capacity (lb.) . . 6,500

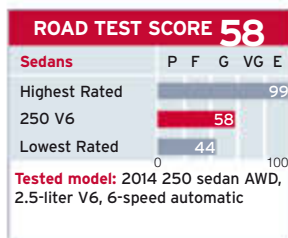
#### Fuel

Premium  
 EPA city/hwy, mpg . . . 15/20

## Lexus IS



The IS falls short as a sports sedan. While the 250's small V6 is refined, performance is pokey and its 21 mpg overall is unreasonably thirsty. The IS 350 is punchier, but also underwhelming to drive. Handling is secure but not engaging enough for a true sports sedan. Ride comfort is neither tied down nor plush. Even by the class's minimal standards, the IS interior is extremely cramped. Getting in and out is an ungraceful chore. Fit and finish is OK, but not a standout. Controls use a mouse-like controller, which proves fussy and distracting. AWD is optional. Reliability of the 3.5-liter is well above average; the 2.5-liter is average, but it scores too low to be recommended.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$36,550-\$49,790  
**Body styles:** convertible; sedan  
**Trim lines:** 250, 250 F sport, 350, 350 F Sport  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter V6 (204 hp); 3.5-liter V6 (306 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 184  
 Width (in.) ..... 71  
 Height (in.) ..... 56  
 Wheelbase (in.) ..... 110  
 Weight (lb.) ..... 3,715  
 % weight front/rear . . . 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 14.0  
 Towing capacity (lb.) .... NR

#### Fuel

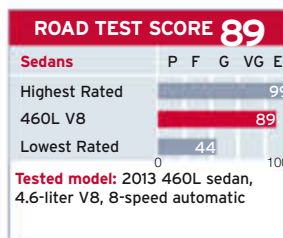
Premium  
 EPA city/hwy, mpg . . . 20/27

RELIABILITY HISTORY	
TROUBLE SPOTS	Lexus IS 250 Sedan
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	○ ○ ○ ○ ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	○ ○ ○ ● ● ● ● ● ● ●
NEW CAR PREDICTION	Average ○

## Lexus LS



The Lexus flagship sedan delivers luxurious, highly refined, and fuss-free motoring with a comfortable and serene ride. It has an exceptionally quiet cabin, and is laden with features. Fit and finish is excellent. The recent freshening made handling a bit more responsive while retaining the silky ride. The eight-speed automatic is very smooth and responsive. The extended-length version has generous rear-seat room. All-wheel drive and a self-parking feature are optional. The LS 600h hybrid comes with standard all-wheel drive. The LS gets the Entune system and the same fussy and distracting-to-use mouse-controlled screen found in the GS.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$72,140-\$120,060  
**Body styles:** sedan  
**Trim lines:** 460, 460L, F Sport, 600h L  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 4.6-liter V8 (360 hp); 4.6-liter V8 (386 hp); 5.0-liter V8 hybrid (438 hp)  
**Transmissions:** CVT; 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 205  
 Width (in.) ..... 74  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 122  
 Weight (lb.) ..... 4,515  
 % weight front/rear . . . 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 18.0  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg . . . 16/24

RELIABILITY HISTORY	
TROUBLE SPOTS	Lexus LS
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Much better than average ●

## Lexus LX



This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. The LX uses the strong 5.7-liter V8 from the Tundra pickup. It has a comfortable ride and a quiet, nicely appointed cabin. Our tested Land Cruiser got only 14 mpg overall but was very impressive off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. Unfortunately, the power-folding third-row seat folds up to the sides of the interior, which limits cargo space.



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$89,930  
**Body styles:** 4-door SUV  
**Trim lines:** 570  
**Drive wheels:** Permanent 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 5.7-liter V8 (383 hp)  
**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Lexus LX
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity

Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

NA

NOT  
 ENOUGH  
 DATA  
 TO  
 RATE

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 197  
 Width (in.) ..... 78  
 Height (in.) ..... 74  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 5,995  
 % weight front/rear ... 52/48

#### Cargo measurement

Max. load (lb.) ..... 1,410  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) . . 7,000

#### Fuel

Premium  
 EPA city/hwy, mpg .... 12/17

## Lexus NX



Lexus finally enters the luxury compact SUV market with the NX. Most versions use the brand's first turbo engine, a 235-hp, 2.0-liter four-cylinder, mated to a six-speed automatic. A hybrid version, the NX 300h, uses a 194-hp powertrain with a CVT. The interior combines luxurious materials with contemporary polished metal surfaces for a sophisticated look. The dash gets a multi-purpose center screen and marks the first use of the new Lexus Remote Touch Interface. In our brief experience we found the turbocharged powertrain quite smooth. The interior is rather snug, and the NX delivers a sportier, less cushy driving experience than the larger RX SUV.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$38,000-\$46,000E  
**Body styles:** 4-door SUV  
**Trim lines:** 200t, 200t F Sport, 300h  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 hybrid (194 hp); 2.0-liter 4 turbo (235 hp)  
**Transmissions:** CVT; 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Lexus NX
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity

Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

New

NO  
 DATA  
 NEW  
 MODEL

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 74  
 Height (in.) ..... 65  
 Wheelbase (in.) ..... 105  
 Weight (lb.) ..... 4,050  
 % weight front/rear ... NA

#### Cargo measurement

Max. load (lb.) ..... 840  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) . . 2,000

#### Fuel

Regular or premium  
 EPA city/hwy, mpg ... 21/28



## Lexus RC



**T**he all-new RC is a stylish sports coupe with seating for four. Essentially a coupe version of the IS sedan, it uses a standard 3.5-liter V6 engine mated to an eight-speed, paddle-shifted automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. This prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the wheel that has the most grip. This version is super quick, with a sweet engine note. The various driving modes sharpen throttle and steering response.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$43,715-\$63,325  
**Body styles:** coupe  
**Trim lines:** 350, 350 F Sport, F  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 3.5-liter V6 (306 hp); 5.0-liter V8 (467 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Lexus RC
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION**

New

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 185  
 Width (in.) ..... 72  
 Height (in.) ..... 55  
 Wheelbase (in.) ..... 108  
 Weight (lb.) ..... 3,750  
 % weight front/rear . . 54/46  
**Cargo measurement**  
 Max. load (lb.) ..... 700  
 Cargo volume, cu.ft. .... 10.0  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg . . . 19/28

## Lexus RX



**T**he RX is a refined, quiet, and plush SUV. It rides comfortably and has a very well-finished interior. But handling is lackluster, and the steering gives little feedback. Emergency handling is ultimately secure. The 3.5-liter V6 provides strong acceleration and a commendable 21 mpg overall. The RX 450h hybrid got an impressive 26 mpg overall. The optional navigation system includes a mouse-like controller atop the console. It maneuvers through simple menus and gives tactile feedback, but ordinary tasks require too much attention from the driver. The rear seat is roomy, but the styling impairs rear visibility and cargo volume.

### ROAD TEST SCORE 80

SUVs	P	F	G	VG	E
Highest Rated				88	
350 V6				80	
Lowest Rated	20				100

**Tested model:** 2010 350 4-door SUV AWD, 3.5-liter V6, 6-speed automatic

### REPORT CARD

PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$40,970-\$49,020  
**Body styles:** 4-door SUV  
**Trim lines:** 350, F Sport, 450h  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (270 hp); 3.5-liter V6 hybrid (295 hp)  
**Transmissions:** CVT; 6-speed automatic; 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Lexus RX
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

**NEW CAR PREDICTION** Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 188  
 Width (in.) ..... 74  
 Height (in.) ..... 68  
 Wheelbase (in.) ..... 108  
 Weight (lb.) ..... 4,870  
 % weight front/rear . . 54/46  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 33.5  
 Towing capacity (lb.) . . 3,500

#### Fuel

Regular or premium  
 EPA city/hwy, mpg . . . 30/28

## Lincoln MKC

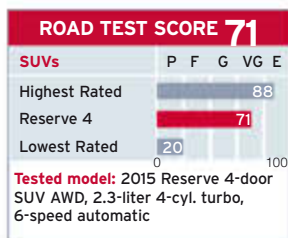


The MKC adds luxury and high-tech features to the Ford Escape platform. Power is strong from both the 2.0- and 2.3-liter turbo four-cylinders. In our tests, we got 19 mpg overall with the 2.3-liter. Combined with the small gas tank, that results in a short cruising range. A fussy, dash-mounted push-button shifter controls the six-speed automatic. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure but agility is no match for its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. Thankfully, the MyLincoln Touch controls now use knobs and buttons.

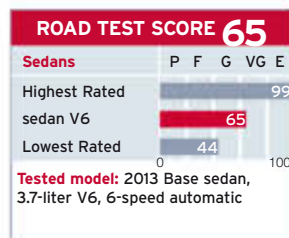
## Lincoln MKS



This large, Ford Taurus-based car is not very competitive. The upscale 3.5-liter turbo V6 has plenty of power, with little loss in fuel economy. However, the base 3.7-liter V6 lacks refinement. The suspension has three modes, none of which are ideal. Comfort mode results in some floating over road undulations, but is otherwise mostly comfortable. Sport mode, however, is just stiff. Handling, while secure, lacks agility. The interior is well-finished, but the driving position and foot-well are narrow. A small opening limits the usefulness of the trunk, and a high rear deck limits visibility. The MyLincoln Touch system is distracting. Reliability has been below average.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$33,100-\$35,595  
**Body styles:** 4-door SUV  
**Trim lines:** Premiere, Select, Reserve  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 2.3-liter 4 turbo (285 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Lincoln MKC
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	New

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 179  
 Width (in.) ..... 73  
 Height (in.) ..... 65  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 4,070  
 % weight front/rear . . . 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. . . . 30.5  
 Towing capacity (lb.) . . . 3,500

#### Fuel

Premium  
 EPA city/hwy, mpg . . . 18/26

**Base price:** \$42,810-\$49,800  
**Body styles:** sedan  
**Trim lines:** Base, EcoBoost  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.7-liter V6 (304 hp); 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 206  
 Width (in.) ..... 76  
 Height (in.) ..... 62  
 Wheelbase (in.) ..... 113  
 Weight (lb.) ..... 4,265  
 % weight front/rear . . . 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 950  
 Cargo volume, cu.ft. . . . 19.0  
 Towing capacity (lb.) . . . 1,000

#### Fuel

Regular or premium  
 EPA city/hwy, mpg . . . 18/27

RELIABILITY HISTORY	
TROUBLE SPOTS	Lincoln MKS
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ●
Trans. Minor	○ ● ○ ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ●
Electrical	○ ● ● ● ● ● ● ●
Climate System	○ ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Worse than average ●

## Lincoln MKT



**T**his three-row SUV is based on the Ford Flex. Base models are powered by a lackluster 3.7-liter V6. The uplevel turbo V6 version we tested was quick, and returned 18 mpg overall. The ride is comfortable but stiffer than that of the Flex. Handling lacks agility and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But despite its many luxury amenities, visibility and driving position are compromised. The third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. Recent updates have added the frustrating MyLincoln Touch system. Reliability of the turbo V6 has been well below average.



### REPORT CARD

PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$43,050-\$45,045  
**Body styles:** 4-door SUV  
**Trim lines:** 3.7, 3.5 EcoBoost  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.7-liter V6 (303 hp); 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Lincoln MKT EcoBoost														
	05	06	07	08	09	10	11	12	13	14					
Engine Major						●	★	★	★	★					
Engine Minor						●	★	★	★	★					
Engine Cooling						●	★	★	★	★					
Trans. Major						●	★	★	★	★					
Trans. Minor						●	★	★	★	★					
Drive System						●	★	★	★	★					
Fuel System						●	★	★	○	★					
Electrical						●	★	★	★	★					
Climate System						●	★	★	★	★					
Suspension						●	★	★	★	★					
Brakes						●	★	★	★	★					
Exhaust						●	★	★	★	★					
Paint/Trim						○	★	★	○	★					
Body Integrity						○	★	★	○	★					
Body Hardware						●	★	★	●	★					
Power equip.						●	★	★	★	★					
Audio System						○	★	★	●	★					
USED CAR VERDICTS											●	★	★	★	★
NEW CAR PREDICTION											Much worse than average ●				

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 208  
 Width (in.) ..... 76  
 Height (in.) ..... 67  
 Wheelbase (in.) ..... 118  
 Weight (lb.) ..... 4,980  
 % weight front/rear .. 54/46  
**Cargo measurement**  
 Max. load (lb.) ..... 1,160  
 Cargo volume, cu.ft. ... 36.0  
 Towing capacity (lb.) . . 4,500

#### Fuel

Regular or premium  
 EPA city/hwy, mpg ... 16/23

## Lincoln MKX



**L**ike its Ford Edge corporate cousin, the MKX is unimpressive. Its 3.7-liter V6 provides strong performance, but the transmission is unrefined. Handling, though sound, isn't agile, and the ride is too ordinary for a luxury vehicle. Although quiet, at this price the cabin should be much quieter. The MyLincoln Touch interface, which consists of a touch screen and touch-sensitive buttons, makes adjusting the climate, audio, and other functions distracting and tedious. Despite attractive wood and leather trim, overall interior quality is a mixed bag. Reliability has improved to average but the MKX scores too low to be recommended.

### ROAD TEST SCORE 67

SUVs	P	F	G	V	G	E
Highest Rated					88	
4-door SUV V6					67	
Lowest Rated					20	
Tested model: 2011 4-door SUV AWD, 3.7-liter V6, 6-speed automatic						

### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$38,900-\$40,850  
**Body styles:** 4-door SUV  
**Trim lines:** —  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.7-liter V6 (305 hp)  
**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Lincoln MKX													
	05	06	07	08	09	10	11	12	13	14				
Engine Major			●	●	●	●	●	●	●	●	●			
Engine Minor			●	●	●	●	●	●	●	●	●			
Engine Cooling			●	●	●	●	●	●	●	●	●			
Trans. Major			●	○	●	●	●	●	●	●	●			
Trans. Minor			○	●	○	●	○	○	○	●	●			
Drive System			○	○	●	○	○	●	●	●	●			
Fuel System			●	●	●	○	●	●	●	●	●			
Electrical			●	●	○	○	●	●	●	●	●			
Climate System			●	●	●	○	○	○	●	●	●			
Suspension			●	●	○	●	○	●	●	●	●			
Brakes			●	○	●	○	○	○	○	●	●			
Exhaust			●	●	●	●	●	●	●	●	●			
Paint/Trim			●	●	○	○	●	●	●	●	●			
Body Integrity			●	●	○	●	○	●	○	●	○			
Body Hardware			●	●	○	●	○	●	●	○	○			
Power equip.			●	○	○	○	○	○	●	○	●			
Audio System			●	○	○	●	●	●	●	●	●			
USED CAR VERDICTS			●	○	●	○	○	○	○	●	○			
NEW CAR PREDICTION			Average										○	

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 187  
 Width (in.) ..... 76  
 Height (in.) ..... 67  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 4,525  
 % weight front/rear .. 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 910  
 Cargo volume, cu.ft. ... 36.5  
 Towing capacity (lb.) . . 3,500

#### Fuel

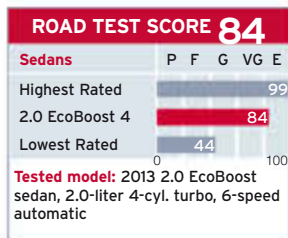
Regular  
 EPA city/hwy, mpg .... 17/23



## Lincoln MKZ



The upscale MKZ is the most appealing and well-executed Lincoln in memory. Based on the Ford Fusion, it has a luxurious, quiet interior and its ride and handling rival some high-end European sports sedans. Powertrains include a 2.0-liter turbo four-cylinder and a 3.7-liter V6, both matched with a six-speed automatic. There's also a hybrid, which returned an impressive 34 mpg overall in our tests. The push-button gear selector and touch-sensitive controls for climate and audio functions are frustrating to use. Unfortunately, the modern styling compromises cabin access and rear-seat room. Reliability has been average for all versions.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$35,190-\$37,080

**Body styles:** sedan

**Trim lines:** 2.0 EcoBoost, Hybrid, 3.7

**Drive wheels:** Front or AWD

**Seating:** 2 front, 3 rear

**Engines:** 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (231 hp); 2.0-liter 4 turbo (240 hp); 3.7-liter V6 (300 hp)

**Transmissions:** CVT; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Lincoln MKZ (4-cyl., EcoBoost)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● *
Engine Minor	● *
Engine Cooling	● *
Trans. Major	● *
Trans. Minor	● *
Drive System	● *
Fuel System	● *
Electrical	○ *
Climate System	● *
Suspension	● *
Brakes	● *
Exhaust	● *
Paint/Trim	● *
Body Integrity	● *
Body Hardware	● *
Power equip.	● *
Audio System	● *
USED CAR VERDICTS	○ *
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 194  
 Width (in.) ..... 73  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,755  
 % weight front/rear ... 59/41

#### Cargo measurement

Max. load (lb.) ..... 875  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) ... 1,000

#### Fuel

Regular or premium  
 EPA city/hwy, mpg ... 22/33

## Lincoln Navigator



The big news about the Navigator is that the 3.5-liter EcoBoost V6 has made its way under the hood with the 2015 freshening. Lincoln says that the V6 will return better fuel economy than the outgoing 5.4-liter V8. So far it has proven to have smoother, more effortless power delivery than the V8. A six-speed automatic is the lone transmission. Both regular- and long-wheelbase versions are still available, as well as eight-passenger seating. New features include SYNC with MyFord Touch, push-button start and blind spot monitoring. We can only hope that this new V6 will improve upon the dismal 13 mpg overall from the last Navigator we tested.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$61,480-\$67,220

**Body styles:** 4-door SUV; extended SUV

**Trim lines:** Base, L

**Drive wheels:** Rear or selectable 4WD

**Seating:** 2 front, 3 rear, 3 third

**Engines:** 3.5-liter V6 turbo (380 hp)

**Transmissions:** 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 208  
 Width (in.) ..... 79  
 Height (in.) ..... 78  
 Wheelbase (in.) ..... 119  
 Weight (lb.) ..... 6,245  
 % weight front/rear ... 51/49

#### Cargo measurement

Max. load (lb.) ..... 1,570  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) ... 9,000

#### Fuel

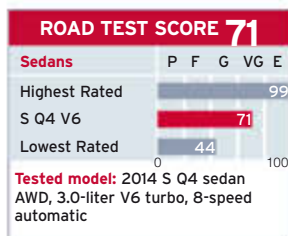
Regular  
 EPA city/hwy, mpg ... 15/20

RELIABILITY HISTORY	
TROUBLE SPOTS	Lincoln Navigator
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ● ★ ★ ★ ★ ★
Engine Minor	★ ★ ★ ● ★ ★ ★ ★ ★
Engine Cooling	★ ★ ★ ● ★ ★ ★ ★ ★
Trans. Major	★ ★ ★ ● ★ ★ ★ ★ ★
Trans. Minor	★ ★ ★ ● ★ ★ ★ ★ ★
Drive System	★ ★ ★ ● ★ ★ ★ ★ ★
Fuel System	★ ★ ★ ● ★ ★ ★ ★ ★
Electrical	★ ★ ★ ● ★ ★ ★ ★ ★
Climate System	★ ★ ★ ● ★ ★ ★ ★ ★
Suspension	★ ★ ★ ● ★ ★ ★ ★ ★
Brakes	★ ★ ★ ○ ★ ★ ★ ★ ★
Exhaust	★ ★ ★ ● ★ ★ ★ ★ ★
Paint/Trim	★ ★ ★ ● ★ ★ ★ ★ ★
Body Integrity	★ ★ ★ ● ★ ★ ★ ★ ★
Body Hardware	★ ★ ★ ● ★ ★ ★ ★ ★
Power equip.	★ ★ ★ ● ★ ★ ★ ★ ★
Audio System	★ ★ ★ ● ★ ★ ★ ★ ★
USED CAR VERDICTS	★ ★ ★ ○ ★ ★ ★ ★ ★
NEW CAR PREDICTION	New

## Maserati Ghibli



The Ghibli is Maserati's new, more-attainable luxury sedan. Starting at \$67,000, it uses a Ferrari-developed 345-hp, turbo V6 mated to an eight-speed automatic, driving the rear wheels. The SQ 4 all-wheel-drive version has a 404-hp turbo V6 and is priced at about \$80,000, typically equipped. The platform is based on the Chrysler 300, but the Ghibli's interior, driving dynamics, and exhaust note are all Italian. Handling is sporty and agile, and the engine emits a distinctive bark. The interior is full of high quality leather and suede, and most controls are easy to use, including Chrysler's UConnect touch screen. The ride is stiff and the rear seat is cramped.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	NA
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$66,900-\$76,900  
**Body styles:** sedan  
**Trim lines:** Base, S Q4  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (404 hp)  
**Transmissions:** 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Maserati Ghibli
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 196  
 Width (in.) ..... 77  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 118  
 Weight (lb.) ..... 4,625  
 % weight front/rear ... 52/48

#### Cargo measurement

Max. load (lb.) ..... 925  
 Cargo volume, cu.ft. .... 18.0  
 Towing capacity (lb.) .... NR

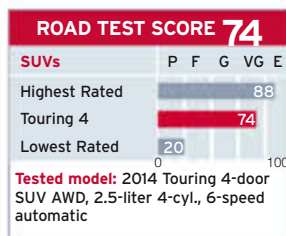
#### Fuel

Premium  
 EPA city/hwy, mpg ... 15/25

## Mazda CX-5



The CX-5 has taut, agile handling and quick, well weighted steering. But we found the ride to be choppy and the cabin lets in too much road and wind noise. Both the 2.0-liter and the more responsive 2.5-liter four-cylinder engines returned an impressive 25 mpg overall in our tests. The 2.0-liter, available only with front-wheel drive, is slow at launch and requires prodding to keep up with traffic. The 2.5-liter provides noticeably quicker acceleration. The six-speed automatic is fairly smooth; a six-speed manual is available on base versions. The interior is roomy and versatile, with simple controls, but cheap touches are evident. Reliability has been above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$21,545-\$29,220  
**Body styles:** 4-door SUV  
**Trim lines:** Sport, Touring, Grand Touring  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Mazda CX-5 (2.5L)
	05 06 07 08 09 10 11 12 14 15
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	● ●
Electrical	● ●
Climate System	● ●
Suspension	● ●
Brakes	● ●
Exhaust	● ●
Paint/Trim	● ●
Body Integrity	● ●
Body Hardware	● ●
Power equip.	● ●
Audio System	● ●
<b>USED CAR VERDICTS</b>	● ●
<b>NEW CAR PREDICTION</b>	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 179  
 Width (in.) ..... 72  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 3,435  
 % weight front/rear ... 57/43

#### Cargo measurement

Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 33.0  
 Towing capacity (lb.) ... 2,000

#### Fuel

Regular  
 EPA city/hwy, mpg ... 24/30

## Mazda CX-9



The three-row CX-9 is agile, comfortable, quiet, and nicely finished. Power comes from a smooth and refined 3.7-liter V6, but its 16 mpg overall is not stellar by today's standards. Handling is taut and agile, and the ride is firm and steady, yet comfortable. The cabin is quiet and interior trim is attractive and well assembled. As in many SUVs, the 60/40-split second-row seats slide fore and aft for greater second- or third-row leg room. The third-row seat is relatively hospitable and easy to access. The optional blind-spot detection system works well. Reliability has been well above average. We can no longer recommend the CX-9 because it scored a Poor in the IIHS small-overlap crash test.

ROAD TEST SCORE <b>77</b>				
SUVs	P	F	G	VG E
Highest Rated				88
Grand Touring V6				77
Lowest Rated	20			100
Tested model: 2008 Grand Touring 4-door SUV AWD, 3.7-liter V6, 6-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$29,985-\$36,625  
**Body styles:** 4-door SUV  
**Trim lines:** Sport, Touring, Grand Touring  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.7-liter V6 (273 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Mazda CX-9
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	○ ○ ○ ● ● ● ● ● ● ●
Body Hardware	○ ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	○ ○ ○ ○ ○ ○ ○ ○
NEW CAR PREDICTION	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 200  
 Width (in.) ..... 76  
 Height (in.) ..... 68  
 Wheelbase (in.) ..... 113  
 Weight (lb.) ..... 4,585  
 % weight front/rear . . . 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,190  
 Cargo volume, cu.ft. . . . 37.5  
 Towing capacity (lb.) . . 3,500

#### Fuel

Regular  
 EPA city/hwy, mpg . . . 16/22

## Mazda MX-5 Miata



The Miata soldiers on as a pure fun-to-drive roadster. Its 2.0-liter four-cylinder engine may not be very powerful, but it revs happily and provides adequate thrust. The manual shifter on our tested Grand Touring model felt crisp and precise. Handling is super agile, with quick, precise steering, and the Miata is balanced at its limits. The ride is relatively tolerable, but the car gets noisy and tiring on long rides. Interior space is extremely cramped, but the small trunk is usefully shaped. A power-retractable hard top is available, but the car is still loud with it raised. Operating the manual top is a breeze. A redesigned Miata is due in 2015 as a 2016 model.

ROAD TEST SCORE <b>85</b>				
Roadsters	P	F	G	VG E
Highest Rated				85
Grand Touring 4				85
Lowest Rated	74			100
Tested model: 2010 Grand Touring convertible, 2.0-liter 4-cyl., 6-speed manual				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$23,970-\$30,550  
**Body styles:** convertible  
**Trim lines:** Sport, Club, Grand Touring  
**Drive wheels:** Rear  
**Seating:** 2 front  
**Engines:** 2.0-liter 4 (158 hp); 2.0-liter 4 (167 hp)  
**Transmissions:** 5-speed manual; 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Mazda MX-5 Miata
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ● ● ● ● ● ● ● ● ●
Engine Minor	★ ● ● ● ● ● ● ● ● ●
Engine Cooling	★ ○ ○ ● ● ● ● ● ● ●
Trans. Major	★ ○ ● ● ● ● ● ● ● ●
Trans. Minor	★ ○ ● ● ● ● ● ● ● ●
Drive System	★ ● ● ● ● ● ● ● ● ●
Fuel System	★ ○ ● ● ● ● ● ● ● ●
Electrical	★ ● ● ● ● ● ● ● ● ●
Climate System	★ ● ● ● ● ● ● ● ● ●
Suspension	★ ● ● ● ● ● ● ● ● ●
Brakes	★ ● ● ● ● ● ● ● ● ●
Exhaust	★ ● ● ● ● ● ● ● ● ●
Paint/Trim	★ ● ● ● ● ● ● ● ● ●
Body Integrity	★ ○ ● ● ● ● ● ● ● ●
Body Hardware	★ ● ● ● ● ● ● ● ● ●
Power equip.	★ ● ● ● ● ● ● ● ● ●
Audio System	★ ○ ● ● ● ● ● ● ● ●
USED CAR VERDICTS	★ ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 157  
 Width (in.) ..... 68  
 Height (in.) ..... 49  
 Wheelbase (in.) ..... 92  
 Weight (lb.) ..... 2,610  
 % weight front/rear . . . 51/49  
**Cargo measurement**  
 Max. load (lb.) ..... 340  
 Cargo volume, cu.ft. . . . 5.0  
 Towing capacity (lb.) . . . NR

#### Fuel

Premium  
 EPA city/hwy, mpg . . . 21/28



## Mazda2



**T**he Mazda2 is a subcompact hatchback that is powered by a 100-hp, 1.5-liter four-cylinder engine. The standard manual transmission shifted slickly, but the optional four-speed automatic saps some zip. Handling is quite nimble and the ride is tolerable, but the cabin lets in too much road and engine noise. Rear-seat room is relatively good. It is related to the Ford Fiesta, but in exchange for a lower price the Mazda2 gives up some refinement and comfort. A 2016 redesign is due this spring, with the promise of better fuel economy and comprehensive connectivity features.

ROAD TEST SCORE <b>62</b>					
Wagons/hatchbacks	P	F	G	VG	E
Highest Rated				82	
Touring 4				62	
Lowest Rated	25				100
Tested model: 2011 Touring 4-door hatchback, 1.5-liter 4-cyl., 4-speed automatic					

REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$14,720-\$17,050  
**Body styles:** 4-door hatchback  
**Trim lines:** Sport, Touring  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 4 (100 hp)  
**Transmissions:** 5-speed manual; 4-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Mazda2
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ★ ★ ★
Engine Minor	● ★ ★ ★
Engine Cooling	● ★ ★ ★
Trans. Major	● ★ ★ ★
Trans. Minor	● ★ ★ ★
Drive System	● ★ ★ ★
Fuel System	● ★ ★ ★
Electrical	● ★ ★ ★
Climate System	● ★ ★ ★
Suspension	○ ★ ★ ★
Brakes	● ★ ★ ★
Exhaust	● ★ ★ ★
Paint/Trim	● ★ ★ ★
Body Integrity	● ★ ★ ★
Body Hardware	● ★ ★ ★
Power equip.	● ★ ★ ★
Audio System	● ★ ★ ★
USED CAR VERDICTS	● ★ ★ ★
NEW CAR PREDICTION	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 156  
 Width (in.) ..... 68  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 98  
 Weight (lb.) ..... 2,390  
 % weight front/rear ... 62/38  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.) .... NR

#### Fuel

Regular  
 EPA city/hwy, mpg ... 28/34

## Mazda3



**W**hether as a sedan or hatchback, the Mazda3 is really fun to drive and gets great fuel economy. It also offers a host of luxury features perhaps unmatched by any other small car. At 33 mpg, the Mazda3 is the most fuel efficient compact that isn't a hybrid or a diesel. High-tech features include a multimedia system with a large touch screen, as well as active safety features such as blind spot monitoring system. On the downside, it's loud on the highway and ride comfort is just OK. The multimedia controls can be cumbersome, and other small cars have roomier rear seats. First year reliability of the redesign has been average or better.

ROAD TEST SCORE <b>72</b>					
Sedans	P	F	G	VG	E
Highest Rated				99	
i Touring 4				72	
Lowest Rated	44				100
Tested model: 2014 i Touring sedan, 2.0-liter 4-cyl., 6-speed automatic					

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$16,945-\$26,595  
**Body styles:** 4-door hatchback; sedan  
**Trim lines:** i SV, i Sport, i Touring, i Grand Touring, s Touring, s Grand Touring  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Mazda3 (2.0L)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	○ ○ ● ● ● ● ● ● ● ●
Engine Cooling	● ● ○ ○ ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	○ ○ ● ● ● ● ● ● ● ●
Drive System	● ○ ○ ● ● ● ● ● ● ●
Fuel System	○ ● ● ○ ● ● ● ● ● ●
Electrical	○ ○ ● ● ● ● ● ● ● ●
Climate System	● ○ ○ ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	○ ○ ● ○ ○ ○ ○ ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ○ ● ● ● ● ● ● ●
Body Integrity	● ● ○ ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ○ ● ● ● ● ● ● ● ●
Audio System	● ○ ○ ● ● ● ● ● ● ●
USED CAR VERDICTS	○ ○ ○ ● ● ● ● ● ● ●
NEW CAR PREDICTION	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 180  
 Width (in.) ..... 71  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 2,875  
 % weight front/rear ... 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 12.0  
 Towing capacity (lb.) .... NR

#### Fuel

Regular  
 EPA city/hwy, mpg ... 30/41

## Mazda5



The Mazda5 is a small minivan/wagon that seats six. Its 157-hp, 2.5-liter four-cylinder engine can be overtaxed on hills or when carrying a full load. Elevated noise levels make it feel less substantial than some larger alternatives. On the other hand, it is agile and fun to drive and has good visibility. The dual sliding rear doors provide easy access to the two rear rows. By combining utility, sportiness, and affordability, the Mazda5 is a practical alternative to a larger minivan or a small SUV. Reliability has been above average. We can no longer recommend the Mazda5 because it scored a Poor in the IIHS small-overlap crash test.

ROAD TEST SCORE <b>83</b>				
Minivans	P	F	G	VG E
Highest Rated				84
Grand Touring 4				<b>83</b>
Lowest Rated				72
Tested model: 2012 Grand Touring wagon, 2.5-liter 4-cyl., 5-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$20,140-\$24,670  
**Body styles:** wagon  
**Trim lines:** Sport, Touring, Grand Touring  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear, 2 third  
**Engines:** 2.5-liter 4 (157 hp)  
**Transmissions:** 6-speed manual; 5-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Mazda5
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	○ ○ ○ ○ ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	○ ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	○ ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 181  
 Width (in.) ..... 69  
 Height (in.) ..... 64  
 Wheelbase (in.) ..... 108  
 Weight (lb.) ..... 3,495  
 % weight front/rear ... 51/49  
**Cargo measurement**  
 Max. load (lb.) ..... 1,020  
 Cargo volume, cu.ft. ... 39.0  
 Towing capacity (lb.) ... NR

#### Fuel

Regular  
 EPA city/hwy, mpg ... 22/28

## Mazda6



The Mazda6 is sporty, stylish, and sparing with fuel. Its 2.5-liter four-cylinder delivered an impressive 32 mpg overall, the best among conventional midsize sedans. The six-speed automatic is very smooth and responsive. We found the 6 to be agile and capable in the corners. The ride is taut and steady but on the firm side, especially at low speeds. The car has a sportier and more compact demeanor than most midsize sedans, but the cabin is rather loud, with noticeable road and wind noise. The front seats are comfortable, but some controls appear dated and a few cheap touches are apparent. Reliability has been well above average.

ROAD TEST SCORE <b>79</b>				
Sedans	P	F	G	VG E
Highest Rated				99
Sport 4				<b>79</b>
Lowest Rated				44
Tested model: 2014 Sport sedan, 2.5-liter 4-cyl., 6-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$21,190-\$29,895  
**Body styles:** sedan  
**Trim lines:** Sport, Touring, Grand Touring  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (184 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Mazda6
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	○ ○ ○ ● ○ ○ ○ ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	○ ○ ● ● ○ ○ ● ● ● ●
Exhaust	○ ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	○ ○ ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	○ ○ ○ ● ● ● ● ● ● ●
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 72  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 3,185  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. ... 15.0  
 Towing capacity (lb.) ... NR

#### Fuel

Regular  
 EPA city/hwy, mpg ... 26/38

## Mercedes-Benz C-Class



The compact C-Class has been redesigned for 2015. It's grown larger inside and out, and is beautifully finished inside. The C300 uses a 2.0-liter turbocharged four-cylinder, while the new C400 gets a 3.0-liter turbo V6. All-wheel drive is available across the line. The new C has quick reflexes with very prompt steering response and a comfortable ride. Many safety-oriented features are available including semi-autonomous highway steering, and standard autonomous braking. The rear seat, a low point of the last C-Class, has been markedly improved and now allows decent space for an adult. But the radio/navigation/climate system requires a steep learning curve.

## Mercedes-Benz CLA



The sleek and compact CLA250 is Mercedes' entry-level, front-wheel-drive, coupe-like sedan. It has a nicely-finished cabin and fuel economy of 28 mpg is respectable. But the driving experience falls well short of a typical Mercedes. The 2.0-liter four-cylinder and seven-speed automatic lack refinement. It's quick, but power delivery is uneven. While fairly agile, the car rides stiffly. The cabin is noisy and cramped, especially in the rear, the view out is seriously impaired, and access is difficult both front and rear. All-wheel drive is optional. The high-performance, 355-hp CLA45 tops the range. First year reliability has been well below average.

ROAD TEST SCORE <b>85</b>					
Sedans	P	F	G	VG	E
Highest Rated					99
300 4					85
Lowest Rated				44	
Tested model: 2015 300 sedan, 2.0-liter 4-cyl. turbo, 7-speed automatic					

REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

ROAD TEST SCORE <b>64</b>					
Sedans	P	F	G	VG	E
Highest Rated					99
250 4					64
Lowest Rated				44	
Tested model: 2014 250 sedan, 2.0-liter 4-cyl. turbo, 7-speed sequential					

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$38,400-\$80,000E  
**Body styles:** coupe; sedan  
**Trim lines:** C250, C300, C350, C400, C63, C63 S  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (329 hp); 6.3-liter V8 (451 hp); 3.5-liter V6 (302 hp); 4.6-liter V8 turbo (469, 503 hp)  
**Transmissions:** 7-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Mercedes-Benz C-Class (4-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ● ● ●
Engine Minor	★ ● ● ●
Engine Cooling	★ ● ● ●
Trans. Major	★ ● ● ●
Trans. Minor	★ ● ● ●
Drive System	★ ● ● ●
Fuel System	★ ● ● ●
Electrical	★ ● ● ●
Climate System	★ ● ● ●
Suspension	★ ● ● ●
Brakes	★ ● ● ●
Exhaust	★ ● ● ●
Paint/Trim	★ ● ● ●
Body Integrity	★ ● ● ●
Body Hardware	★ ● ● ●
Power equip.	★ ● ● ●
Audio System	★ ● ● ●
USED CAR VERDICTS	★ ● ● ●
NEW CAR PREDICTION	New

**Base price:** \$29,900-\$47,450  
**Body styles:** sedan  
**Trim lines:** 250, 45 AMG  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (355 hp)  
**Transmissions:** 7-speed sequential

RELIABILITY HISTORY	
TROUBLE SPOTS	Mercedes-Benz CLA 250
	05 06 07 08 09 10 11 12 13 14
Engine Major	●
Engine Minor	●
Engine Cooling	●
Trans. Major	●
Trans. Minor	●
Drive System	●
Fuel System	○
Electrical	●
Climate System	●
Suspension	●
Brakes	●
Exhaust	●
Paint/Trim	○
Body Integrity	●
Body Hardware	●
Power equip.	●
Audio System	●
USED CAR VERDICTS	●
NEW CAR PREDICTION	Much worse than average ●

FACTS & FIGURES	
<b>Exterior dimensions</b>	
Length (in.)	185
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	112
Weight (lb.)	3,670
% weight front/rear	55/45
<b>Cargo measurement</b>	
Max. load (lb.)	795
Cargo volume, cu.ft.	17.0
Towing capacity (lb.)	NR
<b>Fuel</b>	
Premium	
EPA city/hwy, mpg	24/31

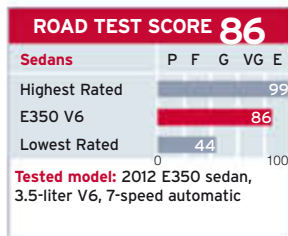
FACTS & FIGURES	
<b>Exterior dimensions</b>	
Length (in.)	182
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	3,335
% weight front/rear	61/39
<b>Cargo measurement</b>	
Max. load (lb.)	860
Cargo volume, cu.ft.	13.0
Towing capacity (lb.)	NR
<b>Fuel</b>	
Premium	
EPA city/hwy, mpg	26/38



## Mercedes-Benz E-Class



**T**he E-Class has long been a benchmark luxury sports sedan. The well-finished, substantial-feeling E-Class has secure, agile handling. Luxury-trim versions have a smooth and cushy ride, but the Sport is considerably firmer. The smooth 3.5-liter V6 and seven-speed automatic returned 21 mpg overall. The four-cylinder diesel got an impressive 30 mpg overall in our tests. The interior is plush, with excellent seats and fit and finish. A coupe, convertible, and wagon (with a rare rear-facing third-row seat) are also available. Reliability has been average or better for some versions; the diesel is still unknown.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$51,400-\$102,370  
**Body styles:** convertible; coupe; sedan; wagon  
**Trim lines:** E250 BlueTec, E350, E400 Hybrid, E400, E550, E63 AMG  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.1L 4 turbodiesel (195 hp); 3.5L V6 (302 hp); 3.0L V6 turbo (329 hp); 3.5L V6 hybrid (329 hp); 4.8L V8 turbo (402 hp); 5.5L V8 turbo (550, 577 hp)  
**Transmissions:** 7-spd auto

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 73  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 113  
 Weight (lb.) ..... 3,935  
 % weight front/rear . . 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 770  
 Cargo volume, cu.ft. . . 16.0  
 Towing capacity (lb.) . . . NR

#### Fuel

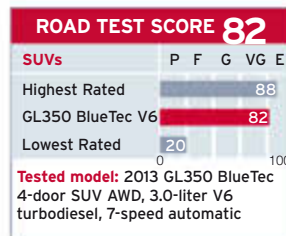
Diesel or premium  
 EPA city/hwy, mpg . . 21/30

RELIABILITY HISTORY	
TROUBLE SPOTS	Mercedes-Benz E-Class Sedan (V6)
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ● ● ● ● ● ● ● ● ● ●
Engine Minor	★ ● ● ● ● ● ● ● ● ● ●
Engine Cooling	★ ● ● ● ● ● ● ● ● ● ●
Trans. Major	★ ● ● ● ● ● ● ● ● ● ●
Trans. Minor	★ ● ● ● ● ● ● ● ● ● ●
Drive System	★ ● ● ● ● ● ● ● ● ● ●
Fuel System	★ ● ● ● ● ● ● ● ● ● ●
Electrical	★ ● ● ● ● ● ● ● ● ● ●
Climate System	★ ● ● ● ● ● ● ● ● ● ●
Suspension	★ ● ● ● ● ● ● ● ● ● ●
Brakes	★ ● ● ● ● ● ● ● ● ● ●
Exhaust	★ ● ● ● ● ● ● ● ● ● ●
Paint/Trim	★ ● ● ● ● ● ● ● ● ● ●
Body Integrity	★ ● ● ● ● ● ● ● ● ● ●
Body Hardware	★ ● ● ● ● ● ● ● ● ● ●
Power equip.	★ ● ● ● ● ● ● ● ● ● ●
Audio System	★ ● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	★ ● ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●

## Mercedes-Benz GL-Class



**T**he seven-passenger GL is the most comfortable-riding SUV we've tested. Available engines include a 240-hp turbodiesel V6 and a 4.6-liter turbo V8, all driving through a seven-speed automatic and with standard all-wheel drive. New for 2015 is a twin-turbo, 362-hp V6. The interior is luxurious and full of thoughtful details, and even the third row is comfortable. Handling is responsive, but it's very clumsy and reluctant at its limits. We got 20 mpg overall with the refined diesel. Features include a self-parking system and a 360-degree camera view. Reliability has been well below average, and the poor emergency handling behavior has also prevented us from recommending it.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$63,600-\$119,450  
**Body styles:** 4-door SUV  
**Trim lines:** GL350 BlueTec, GL450, GL550, GL63 AMG  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.0-liter V6 turbodiesel (240 hp); 3.0-liter V6 twin-turbo (362 hp); 4.6-liter V8 turbo (429 hp); 5.5-liter V8 turbo (550 hp)  
**Transmissions:** 7-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 202  
 Width (in.) ..... 84  
 Height (in.) ..... 73  
 Wheelbase (in.) ..... 121  
 Weight (lb.) ..... 5,660  
 % weight front/rear . . 50/50  
**Cargo measurement**  
 Max. load (lb.) ..... 1,180  
 Cargo volume, cu.ft. . . 47.0  
 Towing capacity (lb.) . . 7,500

#### Fuel

Diesel or premium  
 EPA city/hwy, mpg . . 19/26

RELIABILITY HISTORY	
TROUBLE SPOTS	Mercedes-Benz GL-Class
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ● ★ ★ ● ● ● ● ● ●
Engine Minor	★ ● ★ ★ ● ● ● ● ● ●
Engine Cooling	★ ● ★ ★ ● ● ● ● ● ●
Trans. Major	★ ● ★ ★ ● ● ● ● ● ●
Trans. Minor	★ ● ★ ★ ● ● ● ● ● ●
Drive System	★ ● ★ ★ ● ● ● ● ● ●
Fuel System	★ ● ★ ★ ● ● ● ● ● ●
Electrical	★ ● ★ ★ ● ● ● ● ● ●
Climate System	★ ● ★ ★ ● ● ● ● ● ●
Suspension	★ ● ★ ★ ● ● ● ● ● ●
Brakes	★ ● ★ ★ ● ● ● ● ● ●
Exhaust	★ ● ★ ★ ● ● ● ● ● ●
Paint/Trim	★ ● ★ ★ ● ● ● ● ● ●
Body Integrity	★ ● ★ ★ ● ● ● ● ● ●
Body Hardware	★ ● ★ ★ ● ● ● ● ● ●
Power equip.	★ ● ★ ★ ● ● ● ● ● ●
Audio System	★ ● ★ ★ ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	★ ● ★ ★ ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Much worse than average ●

## Mercedes-Benz GLA



The 2015 GLA is essentially a raised wagon version of the CLA sedan. It has a 208-hp, 2.0-liter turbo four-cylinder and a seven-speed dual-clutch automatic. This transmission isn't that refined, particularly at low speeds. A high-performance 355-hp GLA45 AMG version is also available. The ride is somewhat stiff and noise isolation isn't what you find in most Mercedes. The 4Matic system includes a mode for light-duty excursions. Standard safety features include a radar-based collision prevention system. Autonomous emergency braking, blind-spot monitoring, and lane assist are optional. A front-drive version arrives in early 2015.

## Mercedes-Benz GLK-Class

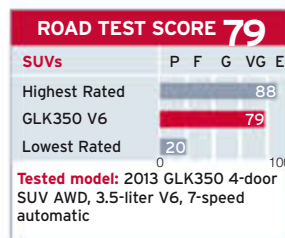


The GLK's 3.5-liter V6 returned a competitive 21 mpg overall. This small SUV rides well, except for some side-to-side rocking on rough pavement. Handling is fairly nimble. The high seating position gives a good view out. The excellent front seats are firm and well shaped. Rear leg room is stingy, and the wide doorsills impede access. Despite a freshening that brought a dash layout that was a slight improvement, the controls remain somewhat convoluted. Fortunately the interior was improved at the same time, with more luxurious materials. Reliability has been above average for both V6 and diesel versions.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA



### REPORT CARD

PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$33,300-\$48,300  
**Body styles:** 4-door SUV  
**Trim lines:** 250, 45 AMG  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (355 hp)  
**Transmissions:** 7-speed sequential

### RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz GLA
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

NO  
DATA  
NEW  
MODEL

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....174  
 Width (in.) .....71  
 Height (in.) .....60  
 Wheelbase (in.) .....106  
 Weight (lb.) .....3,385  
 % weight front/rear .....NA  
**Cargo measurement**  
 Max. load (lb.) .....795  
 Cargo volume, cu.ft. ....NA  
 Towing capacity (lb.) ....NA

#### Fuel

Premium  
 EPA city/hwy, mpg ... 24/32

### USED CAR VERDICTS

**NEW CAR PREDICTION**

New

**Base price:** \$37,900-\$39,900  
**Body styles:** 4-door SUV  
**Trim lines:** GLK250, GLK350  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.1-liter 4 turbodiesel (200 hp); 3.5-liter V6 (302 hp)  
**Transmissions:** 7-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz GLK (V6)
	05 06 07 08 09 10 11 12 13 14

Engine Major  
 Engine Minor  
 Engine Cooling  
 Trans. Major  
 Trans. Minor  
 Drive System  
 Fuel System  
 Electrical  
 Climate System  
 Suspension

Brakes  
 Exhaust  
 Paint/Trim  
 Body Integrity  
 Body Hardware  
 Power equip.  
 Audio System

### USED CAR VERDICTS

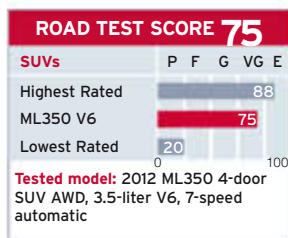
**NEW CAR PREDICTION**

Better than average ●

## Mercedes-Benz M-Class



The M-Class is very refined, with an impressively quiet cabin, meticulous attention to detail, and excellent seats. Its gasoline V6 delivers smooth and powerful acceleration. Other available engines include a turbocharged V6, and the 518-hp V8 AMG. A new 2.1-liter turbo four-cylinder diesel replaces the V6 turbodiesel for 2015. Handling is responsive, but it is let down by vague steering, and doesn't shine at its cornering limits. There's an underlying firmness to the ride, but it's steady and supple. Some controls have improved, but others remain complicated. Towing capacity is impressive. Reliability has dropped to below average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$48,300-\$98,400  
**Body styles:** 4-door SUV  
**Trim lines:** ML350, ML250 BlueTec, ML400, ML63 AMG  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.1-liter 4 turbodiesel (200 hp); 3.5-liter V6 (302 hp); 3.0-liter V6 turbo (329 hp); 5.5-liter V8 turbo (518 hp)  
**Transmissions:** 7-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

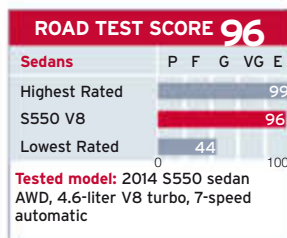
Length (in.) ..... 189  
 Width (in.) ..... 76  
 Height (in.) ..... 71  
 Wheelbase (in.) ..... 115  
 Weight (lb.) ..... 4,915  
 % weight front/rear .. 52/48  
**Cargo measurement**  
 Max. load (lb.) ..... 1,080  
 Cargo volume, cu.ft. .... 37.5  
 Towing capacity (lb.)... 7,200  
**Fuel**  
 Diesel or premium  
 EPA city/hwy, mpg .... 17/22

RELIABILITY HISTORY	
TROUBLE SPOTS	Mercedes-Benz M-Class (non-diesel)
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ● ● ● ● ● ● ● ● ● ●
Engine Minor	★ ● ● ● ● ● ● ● ● ● ●
Engine Cooling	★ ● ● ● ● ● ● ● ● ● ●
Trans. Major	★ ● ● ● ● ● ● ● ● ● ●
Trans. Minor	★ ● ● ● ● ● ● ● ● ● ●
Drive System	★ ● ● ● ● ● ● ● ● ● ●
Fuel System	★ ● ● ● ● ● ● ● ● ● ●
Electrical	★ ● ● ● ● ● ● ● ● ● ●
Climate System	★ ● ● ● ● ● ● ● ● ● ●
Suspension	★ ● ● ● ● ● ● ● ● ● ●
Brakes	★ ● ● ● ● ● ● ● ● ● ●
Exhaust	★ ● ● ● ● ● ● ● ● ● ●
Paint/Trim	★ ● ● ● ● ● ● ● ● ● ●
Body Integrity	★ ● ● ● ● ● ● ● ● ● ●
Body Hardware	★ ● ● ● ● ● ● ● ● ● ●
Power equip.	★ ● ● ● ● ● ● ● ● ● ●
Audio System	★ ● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	★ ● ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Worse than average ●

## Mercedes-Benz S-Class



The S-Class is impressive, with features and qualities that make it stand out among luxury cars. A powerful 4.6-liter turbo V8 provides effortless acceleration and delivered 18 mpg overall in our tests. The S550 brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. Acceleration is brisk and effortless, the ride is super plush and steady, and the cabin is very hushed. Even though it's large and posh, handling agility is commendable. Many controls are overly complicated. First year reliability of the redesigned sedan has been well below average. A plug-in hybrid arrives in Spring 2015.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$94,400-\$222,000  
**Body styles:** coupe; sedan  
**Trim lines:** S550, S63 AMG, S600, S65 AMG  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 4.6-liter V8 turbo (449 hp); 6.0-liter V12 turbo (523 hp); 5.5-liter V8 turbo (577 hp); 6.0-liter V12 turbo (621 hp)  
**Transmissions:** 7-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 207  
 Width (in.) ..... 75  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 125  
 Weight (lb.) ..... 4,935  
 % weight front/rear .. 53/47  
**Cargo measurement**  
 Max. load (lb.) ..... 915  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.).... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ... 16/26

RELIABILITY HISTORY	
TROUBLE SPOTS	Mercedes-Benz S-Class
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ● ● ★ ★ ● ● ● ●
Engine Minor	★ ★ ● ● ★ ★ ● ● ● ●
Engine Cooling	★ ★ ● ● ★ ★ ● ● ● ●
Trans. Major	★ ★ ● ● ★ ★ ● ● ● ●
Trans. Minor	★ ★ ● ● ★ ★ ● ● ● ●
Drive System	★ ★ ● ● ★ ★ ● ● ● ●
Fuel System	★ ★ ● ● ★ ★ ● ● ● ●
Electrical	★ ★ ● ● ★ ★ ● ● ● ●
Climate System	★ ★ ● ● ★ ★ ● ● ● ●
Suspension	★ ★ ● ● ★ ★ ● ● ● ●
Brakes	★ ★ ● ● ★ ★ ● ● ● ●
Exhaust	★ ★ ● ● ★ ★ ● ● ● ●
Paint/Trim	★ ★ ● ● ★ ★ ● ● ● ●
Body Integrity	★ ★ ● ● ★ ★ ● ● ● ●
Body Hardware	★ ★ ● ● ★ ★ ● ● ● ●
Power equip.	★ ★ ● ● ★ ★ ● ● ● ●
Audio System	★ ★ ● ● ★ ★ ● ● ● ●
<b>USED CAR VERDICTS</b>	★ ★ ● ● ★ ★ ● ● ● ●
<b>NEW CAR PREDICTION</b>	Much worse than average ●



## Mercedes-Benz SL



The SL is made almost entirely of aluminum to save weight. Power comes from a 429-hp, 4.6-liter V8 that employs a start-stop system to save fuel. The retractable hard top has adjustable opacity to let sunlight in even when the top is raised. The SL is full of new high-tech features and safety equipment: Pre-Safe collision mitigation, adaptive brakes and cruise control, active head restraints, head-curtain air bags, and more. An entry-level (at “only” \$84,000), 329-hp, twin-turbo V6 SL400 is new for 2015.

## Mercedes-Benz SLK

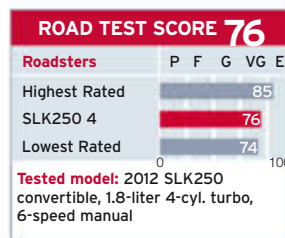


The SLK features a retractable glass and metal top that lets it credibly serve as either a coupe or an open-top roadster. The base SLK250 features a 1.8-liter, 201-hp turbocharged four-cylinder that delivers ample thrust. Our tested SLK250 with the six-speed manual returned a very good 26 mpg overall, but we weren't impressed with the rubbery shifter action. The more powerful engines come with a seven-speed automatic, which is a better choice. Handling is crisp and enjoyable, but the ESC can be slow to respond at the SLK's limits. The ride is firm, but civilized enough even for lengthy trips. The small cabin is well finished, but narrow.



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$84,000-\$212,250

**Body styles:** convertible

**Trim lines:** SL400, SL550, SL63 AMG, SL65 AMG

**Drive wheels:** Rear

**Seating:** 2 front

**Engines:** 3.0-liter V6 turbo (329 hp); 4.6-liter V8 turbo (429 hp); 5.5-liter V8 turbo (530 hp); 5.5-liter V8 turbo (557 hp); 6.0-liter V12 turbo (621 hp)

**Transmissions:** 7-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	182
Width (in.)	74
Height (in.)	52
Wheelbase (in.)	102
Weight (lb.)	3,935
% weight front/rear	.50/50
<b>Cargo measurement</b>	
Max. load (lb.)	NA
Cargo volume, cu.ft.	14.0
Towing capacity (lb.)	NR

#### Fuel

Premium	
EPA city/hwy, mpg	16/24

### RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz SL
	05 06 07 08 09 10 11 12 13 14

Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	

### USED CAR VERDICTS

### NEW CAR PREDICTION

NA

NOT  
ENOUGH  
DATA  
TO  
RATE

**Base price:** \$43,950-\$70,900

**Body styles:** convertible

**Trim lines:** SLK250, SLK350, SLK55 AMG

**Drive wheels:** Rear

**Seating:** 2 front

**Engines:** 1.8-liter 4 turbo (201 hp); 3.5-liter V6 (302 hp); 5.5-liter V8 (415 hp)

**Transmissions:** 6-speed manual; 7-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	163
Width (in.)	72
Height (in.)	51
Wheelbase (in.)	96
Weight (lb.)	3,225
% weight front/rear	.51/49
<b>Cargo measurement</b>	
Max. load (lb.)	560
Cargo volume, cu.ft.	10.0
Towing capacity (lb.)	NR

#### Fuel

Premium	
EPA city/hwy, mpg	22/32

### RELIABILITY HISTORY

TROUBLE SPOTS	Mercedes-Benz SLK
	05 06 07 08 09 10 11 12 13 14

Engine Major	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Engine Minor	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Engine Cooling	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Trans. Major	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Trans. Minor	★ ○ ★ ★ ★ ★ ★ ★ ★ ★
Drive System	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Fuel System	★ ○ ★ ★ ★ ★ ★ ★ ★ ★
Electrical	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Climate System	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Suspension	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Brakes	★ ○ ★ ★ ★ ★ ★ ★ ★ ★
Exhaust	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Paint/Trim	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Body Integrity	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Body Hardware	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Power equip.	★ ● ★ ★ ★ ★ ★ ★ ★ ★
Audio System	★ ● ★ ★ ★ ★ ★ ★ ★ ★

### USED CAR VERDICTS

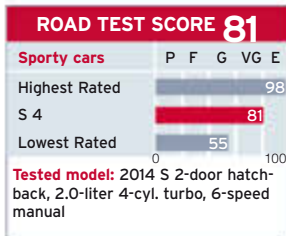
### NEW CAR PREDICTION

NA

## Mini Cooper



The new third-generation Mini is longer and wider. Engine choices are a 134-hp three-cylinder or a frisky 189-hp four-cylinder turbo, with either a six-speed manual or automatic. We measured 31 mpg overall in the base automatic and 30 mpg from the S with its stick-shift. Handling remains very nimble and sporty, but agility has been dialed down a bit compared to previous generations. The ride is markedly better than before and the cabin is quieter. The backseat is still pretty small. You can spend hours online configuring your ideal Mini, but it can add up to a small car costing around \$30,000. Reliability is still unknown.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$20,450-\$24,100  
**Body styles:** 2-door hatchback  
**Trim lines:** Base, S  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.)	151
Width (in.)	68
Height (in.)	56
Wheelbase (in.)	98
Weight (lb.)	2,775
% weight front/rear	63/37

**Cargo measurement**

Max. load (lb.)	770
Cargo volume, cu.ft.	9.0
Towing capacity (lb.)	NR

**Fuel**

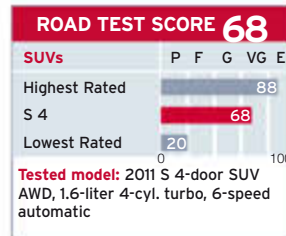
Premium	
EPA city/hwy, mpg	25/38

RELIABILITY HISTORY	
TROUBLE SPOTS	Mini Cooper S
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	NA

## Mini Cooper Countryman



The four-door SUV-like Countryman is larger than other Minis, but it's still small and fun to drive. The quirky interior has well shaped and comfortable seats. It retains the quick steering and fantastic agility of other Minis. The S has a punchy powertrain, and it posted a very good 26 mpg overall in our tests. Familiar Mini downsides carry over, including frustrating controls, a stiff ride, and a noisy cabin. All-wheel drive is only available on the S version. Typical options can easily drive the price for an all-wheel-drive model beyond \$32,000. Reliability has been well below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$22,750-\$35,350  
**Body styles:** 4-door SUV  
**Trim lines:** Base, S, JCW  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 (121 hp); 1.6-liter 4 turbo (181 hp); 1.6-liter 4 turbo (208 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.)	162
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	102
Weight (lb.)	3,305
% weight front/rear	58/42

**Cargo measurement**

Max. load (lb.)	860
Cargo volume, cu.ft.	17.0
Towing capacity (lb.)	NR

**Fuel**

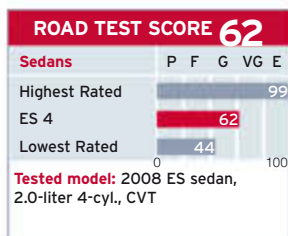
Premium	
EPA city/hwy, mpg	23/30

RELIABILITY HISTORY	
TROUBLE SPOTS	Mini Countryman
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Much worse than average ●

## Mitsubishi Lancer



**T**he Lancer is an insubstantial and unimpressive compact sedan. It is fairly agile and has a decent ride, with balanced and secure handling, although cornering grip is limited. However, its 2.0-liter four-cylinder is rough, the CVT makes it moan, fuel economy is uncompetitive, and the car is sluggish from a stop. The cramped cabin is furnished with drab plastics and has subpar fit and finish, but the controls are simple to use. The sporty, AWD Ralliart is quick and agile but it's noisier and has a stiff ride. Its automated manual transmission is annoying during all but the most spirited drives.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	⊖
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	⊖

**Base price:** \$17,395-\$29,495  
**Body styles:** 4-door hatchback; sedan  
**Trim lines:** ES, SE, Ralliart, GT  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp); 2.0-liter 4 turbo (237 hp)  
**Transmissions:** 6-speed sequential; 5-speed manual; CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Mitsubishi Lancer
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 180  
 Width (in.) ..... 69  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,015  
 % weight front/rear .. .61/39

#### Cargo measurement

Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 12.0  
 Towing capacity (lb.) .... NR

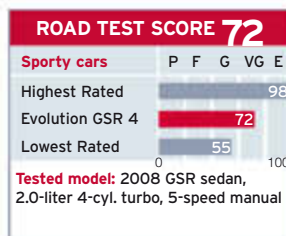
#### Fuel

Regular or premium  
 EPA city/hwy, mpg ... 26/34

## Mitsubishi Lancer Evolution



**T**he Evolution is super fast and agile, with very quick steering response. It is fun to drive but has a harsh ride and is very loud. The GSR model lacks a sixth gear and makes a lot of engine noise at highway speeds. The MR version has a six-speed automated manual and is a bit more relaxed on the highway. Recaro seats, Brembo brakes, and carbon-fiber parts are all part of the Evo's rally-car heritage. The interior is functional and focused on driving, not comfort. The Evo is a car for the die-hard driving enthusiast who will put up with some discomfort for outright performance.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$34,995-\$38,195  
**Body styles:** sedan  
**Trim lines:** GSR, MR  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (291 hp)  
**Transmissions:** 6-speed sequential; 5-speed manual

RELIABILITY HISTORY	
TROUBLE SPOTS	Mitsubishi Lancer Evolution
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 177  
 Width (in.) ..... 71  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,610  
 % weight front/rear .. .56/44

#### Cargo measurement

Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 7.0  
 Towing capacity (lb.) .... NR

#### Fuel

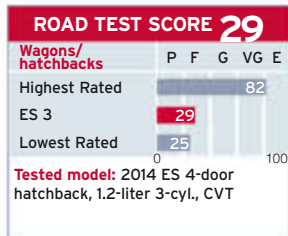
Premium  
 EPA city/hwy, mpg .... 17/23



## Mitsubishi Mirage



**M**itsubishi's tiny, Thailand-built subcompact seems like an act of desperation, dressing a primitive Asia-market car with some upscale toys and calling it a day. Good points include a decent-enough ride, terrific 37-mpg fuel economy, and an accommodating rear seat. The up-level ES also brings a fancy radio, push-button start, auto climate system and Bluetooth. However, the weak, vibrating, and incredibly noisy three-cylinder engine provides sluggish acceleration. In addition, handling is clumsy, with lots of body lean, and the cabin is depressingly low-rent. Further lowering its standing is its poor score in the IIHS small-overlap crash test.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$12,995-\$15,395  
**Body styles:** 4-door hatchback  
**Trim lines:** DE, ES  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.2-liter 3 (74 hp)  
**Transmissions:** 5-speed manual; CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Mitsubishi Mirage
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 149  
 Width (in.) ..... 66  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 97  
 Weight (lb.) ..... 2,085  
 % weight front/rear ... .61/39

#### Cargo measurement

Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 17.0  
 Towing capacity (lb.) .... NR

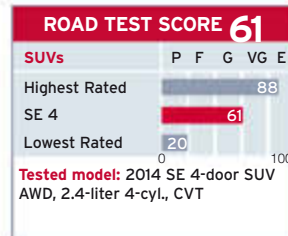
#### Fuel

Regular  
 EPA city/hwy, mpg ... 37/44

## Mitsubishi Outlander



**W**ith its tight, kids-only third-row seat, the Outlander is one of the few small SUVs that provide seating for up to seven people. Effective air-conditioning is one of its only strong points. Otherwise, the Outlander handles clumsily and feels like a larger vehicle. The ride is fairly stiff. The sluggish acceleration is accompanied by raucous engine noise. The loud cabin is dressed in trim that looks cheap and feels insubstantial. Its 23 mpg overall is average for this class, but nothing special. Overall, with so many other very good competitors in this class, we see little reason to consider the Outlander.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$23,195-\$28,195  
**Body styles:** 4-door SUV  
**Trim lines:** ES, SE, GT  
**Drive wheels:** Front or selectable AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)  
**Transmissions:** CVT; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Mitsubishi Outlander
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ● ★ ★ ★ ★ ★ ★ ★
Engine Minor	★ ★ ★ ● ★ ★ ★ ★ ★ ★
Engine Cooling	★ ★ ★ ● ★ ★ ★ ★ ★ ★
Trans. Major	★ ★ ★ ● ★ ★ ★ ★ ★ ★
Trans. Minor	★ ★ ★ ● ★ ★ ★ ★ ★ ★
Drive System	★ ★ ★ ● ★ ★ ★ ★ ★ ★
Fuel System	★ ★ ★ ● ★ ★ ★ ★ ★ ★
Electrical	★ ★ ● ★ ★ ○ ★ ★ ★ ★
Climate System	★ ★ ● ★ ★ ● ★ ★ ★ ★
Suspension	★ ★ ● ★ ★ ★ ★ ★ ★ ★
Brakes	★ ★ ● ○ ★ ○ ★ ★ ★ ★
Exhaust	★ ★ ● ● ★ ★ ★ ★ ★ ★
Paint/Trim	★ ★ ○ ○ ★ ○ ○ ★ ★ ★
Body Integrity	★ ★ ★ ● ★ ★ ★ ★ ★ ●
Body Hardware	★ ★ ● ★ ★ ★ ★ ★ ★ ★
Power equip.	★ ★ ★ ● ★ ● ★ ★ ★ ★
Audio System	★ ★ ● ● ★ ★ ★ ★ ★ ★
<b>USED CAR VERDICTS</b>	★ ★ ● ● ★ ★ ★ ★ ★ ★
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 183  
 Width (in.) ..... 71  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 105  
 Weight (lb.) ..... 3,505  
 % weight front/rear ... .55/45

#### Cargo measurement

Max. load (lb.) ..... 1,155  
 Cargo volume, cu.ft. .... 32.5  
 Towing capacity (lb.) ... 1,500

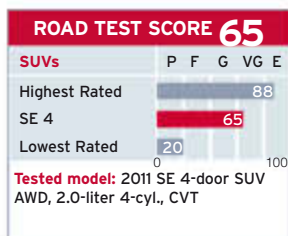
#### Fuel

Regular or premium  
 EPA city/hwy, mpg ... 24/29

## Mitsubishi Outlander Sport



This shortened version of the small Outlander SUV has reduced rear-seat and cargo space. Despite the name, it's not exactly a sporty SUV to drive. Handling isn't that nimble, and acceleration from the 148-hp, 2.0-liter engine is just adequate. The Sport's choppy ride and very noisy cabin further undermine the driving experience. Still, it retains the previous Outlander's high seating position and some of its passenger-and-cargo versatility. Top-trim all-wheel drive versions can get expensive enough where the Outlander Sport starts to compete with better SUVs. Reliability has been impressive but it scored too low in our tests to recommend.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

**Base price:** \$19,595-\$24,195  
**Body styles:** 4-door SUV  
**Trim lines:** ES, SE  
**Drive wheels:** Front or select-able AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (148 hp)  
**Transmissions:** 5-speed manual; CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Mitsubishi Outlander Sport
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ★ ● ★
Engine Minor	● ★ ● ★
Engine Cooling	● ★ ● ★
Trans. Major	● ★ ● ★
Trans. Minor	● ★ ● ★
Drive System	● ★ ● ★
Fuel System	● ★ ● ★
Electrical	● ★ ● ★
Climate System	● ★ ● ★
Suspension	● ★ ● ★
Brakes	● ★ ● ★
Exhaust	● ★ ● ★
Paint/Trim	○ ★ ● ★
Body Integrity	● ★ ● ★
Body Hardware	● ★ ● ★
Power equip.	● ★ ● ★
Audio System	● ★ ● ★
<b>USED CAR VERDICTS</b>	● ★ ● ★
<b>NEW CAR PREDICTION</b>	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 169  
 Width (in.) ..... 70  
 Height (in.) ..... 64  
 Wheelbase (in.) ..... 105  
 Weight (lb.) ..... 3,290  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. ... 25.5  
 Towing capacity (lb.) ... NR

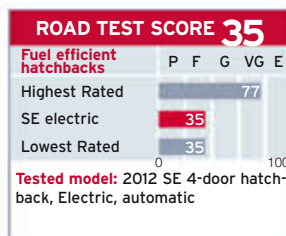
#### Fuel

Regular  
 EPA city/hwy, mpg ... 24/29

## Mitsubishi i-MiEV



The i-MiEV is one of the cheapest all-electric cars available. But the tradeoff is that it's slow, clumsy, stiff-riding, and quite utilitarian inside. It takes between 6 and 7 hours to charge on a 240-volt, Level 2 charger, or 21 hours on a standard 120-volt outlet. Its range is EPA-rated at 62 miles, although we generally got around 56 miles. We measured its energy consumption at 111 mpg equivalent. The motor puts out a meager 66 hp. In comparison, the five-seat Nissan Leaf, with its roomier interior and more comfortable ride, feels like a real car and is a far better choice.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	NA
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$22,995  
**Body styles:** 4-door hatchback  
**Trim lines:** ES  
**Drive wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** Electric (66 hp)  
**Transmissions:** 1-speed direct

RELIABILITY HISTORY	
TROUBLE SPOTS	Mitsubishi i-MiEV
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 145  
 Width (in.) ..... 62  
 Height (in.) ..... 64  
 Wheelbase (in.) ..... 100  
 Weight (lb.) ..... 2,610  
 % weight front/rear ... 46/54  
**Cargo measurement**  
 Max. load (lb.) ..... 660  
 Cargo volume, cu.ft. ... 13.0  
 Towing capacity (lb.) ... NR

#### Fuel

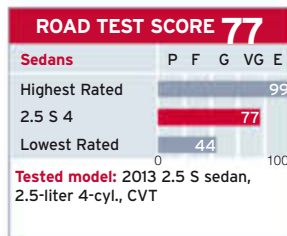
Electric  
 EPA city/hwy, mpg .. 126/99

NOT  
 ENOUGH  
 DATA  
 TO  
 RATE

## Nissan Altima



The well-rounded, roomy Altima delivers excellent fuel economy. Both the 182-hp, 2.5-liter four-cylinder and 270-hp, 3.5-liter V6 use a CVT that works well. We got an impressive 31 mpg overall in our tests of the four-cylinder, while the V6 got 24 mpg overall. Handling is rather ordinary, though ultimately secure. Both cars have a mostly comfortable ride, although in the V6 version it is considerably stiffer. The display in the instrument cluster includes navigation information, text-message notification, and audio data. Blind-spot, moving-object detection, and lane-departure warning systems are available. Reliability has been below average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$22,300-\$31,950  
**Body styles:** sedan  
**Trim lines:** 2.5, 2.5 S, 2.5 SV, 2.5 SL, 3.5 SL  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (182 hp); 3.5-liter V6 (270 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Nissan Altima Sedan (4-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	○ ○ ● ● ● ● ● ● ● ●
Engine Minor	○ ○ ○ ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	○ ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	○ ○ ● ● ● ● ● ● ● ●
Suspension	○ ○ ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	○ ○ ○ ○ ○ ○ ○ ● ○
Body Hardware	○ ○ ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	○ ○ ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Worse than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 72  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 109  
 Weight (lb.) ..... 3,130  
 % weight front/rear .. 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 900  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR

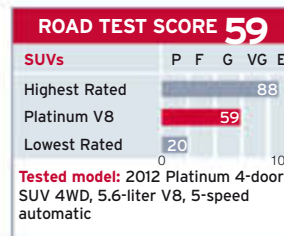
#### Fuel

Regular  
 EPA city/hwy, mpg ... 27/38

## Nissan Armada



This large, truck-based SUV has an independent rear suspension and seating for eight. The Armada is powered by a smooth-revving and punchy, but noisy, 5.6-liter V8 engine coupled with a slick five-speed automatic. Fuel economy, at 13 mpg overall, is abysmal. The Armada is quick, but not that refined. Handling is relatively responsive, but the ride is quite stiff. Interior quality is so-so and the styling is dated. It is difficult for children to reach the high-mounted exterior rear-door handles. Rear cargo space and towing capacity are generous.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$41,290-\$58,850  
**Body styles:** 4-door SUV  
**Trim lines:** SV, SL, Platinum  
**Drive wheels:** Rear or selectable 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 5.6-liter V8 (317 hp)  
**Transmissions:** 5-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Nissan Armada
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
USED CAR VERDICTS	
NEW CAR PREDICTION	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 208  
 Width (in.) ..... 79  
 Height (in.) ..... 76  
 Wheelbase (in.) ..... 123  
 Weight (lb.) ..... 5,700  
 % weight front/rear .. 51/49  
**Cargo measurement**  
 Max. load (lb.) ..... 1,380  
 Cargo volume, cu.ft. .... 58.5  
 Towing capacity (lb.) .. 9,000

#### Fuel

Regular  
 EPA city/hwy, mpg ... 12/18

NOT  
 ENOUGH  
 DATA  
 TO  
 RATE



## Nissan Frontier



**T**he Frontier is the only compact pickup truck we can recommend. It shares a platform with the Xterra SUV and the larger Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revs smoothly and feels like a V8; expect 15 mpg. A 2.5-liter, four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is still tight even in the crew cab. A model with a longer bed is available, but the tailgate is very heavy.

ROAD TEST SCORE <b>71</b>				
Pickups	P	F	G	VG E
Highest Rated				82
LE V6				71
Lowest Rated				49
Tested model: 2005 LE crew cab 4WD, 4.0-liter V6, 5-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	○
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$17,990-\$35,260  
**Body styles:** extended cab; crew cab  
**Trim lines:** S, SV, DR, PRO-4X, SL  
**Drive wheels:** Rear or part-time 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (152 hp); 4.0-liter V6 (261 hp)  
**Transmissions:** 5-speed manual; 6-speed manual; 5-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 206  
 Width (in.) ..... 73  
 Height (in.) ..... 70  
 Wheelbase (in.) ..... 126  
 Weight (lb.) ..... 4,655  
 % weight front/rear .. 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,160  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) ... 6,100

#### Fuel

Regular  
 EPA city/hwy, mpg .... 15/21

RELIABILITY HISTORY	
TROUBLE SPOTS	Nissan Frontier
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ○ ○ ● ● ● ● ● ● ●
Engine Minor	● ○ ● ● ● ● ● ● ● ●
Engine Cooling	● ○ ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	○ ● ○ ● ● ● ● ● ● ●
Drive System	● ○ ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	○ ○ ○ ● ● ● ● ● ● ●
Body Integrity	○ ● ○ ○ ○ ● ● ○ ○ ○
Body Hardware	○ ● ● ● ● ● ● ● ● ●
Power equip.	○ ○ ○ ● ● ● ● ● ● ●
Audio System	○ ○ ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ○ ● ○ ○ ○ ● ● ○ ●
NEW CAR PREDICTION	Average ○

## Nissan Juke



**T**he funky-looking Juke has the raised ride height and optional AWD like that of an SUV, but with very car-like maneuverability. The steeply raked rear quarter makes for lousy rear visibility. The rear seat is tight, and the trifling cargo space limits practicality. Nimble handling and the punchy 1.6-liter turbo four-cylinder make it fun and zippy. Its 24 mpg overall isn't bad, but the need for premium fuel is a downer. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. Reliability has been average, but the Juke scored too low in our tests to recommend. Also, it scored a Poor in the IIHS small-overlap crash test. 2015 brought a modest restyling.

ROAD TEST SCORE <b>66</b>				
SUVs	P	F	G	VG E
Highest Rated				88
SV 4				66
Lowest Rated				20
Tested model: 2011 SV 4-door SUV AWD, 1.6-liter 4-cyl. turbo, CVT				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$19,170-\$28,120  
**Body styles:** 4-door SUV  
**Trim lines:** S, SV, SL, NISMO, NISMO RS  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 turbo (188 hp); 1.6-liter 4 turbo (197 hp); 1.6-liter 4 turbo (215 hp)  
**Transmissions:** 6-speed manual; CVT

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 162  
 Width (in.) ..... 70  
 Height (in.) ..... 62  
 Wheelbase (in.) ..... 100  
 Weight (lb.) ..... 3,170  
 % weight front/rear .. 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 860  
 Cargo volume, cu.ft. .... 11.0  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg ... 25/30

RELIABILITY HISTORY	
TROUBLE SPOTS	Nissan Juke
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ●
Engine Minor	● ● ● ● ●
Engine Cooling	● ● ● ● ●
Trans. Major	● ● ● ● ●
Trans. Minor	● ● ● ● ●
Drive System	● ● ● ● ●
Fuel System	○ ● ● ● ●
Electrical	● ○ ● ● ●
Climate System	● ● ● ● ●
Suspension	● ● ● ● ●
Brakes	● ● ● ● ●
Exhaust	● ● ● ● ●
Paint/Trim	○ ● ● ● ●
Body Integrity	● ○ ● ● ●
Body Hardware	● ● ● ● ●
Power equip.	○ ● ● ● ●
Audio System	● ● ● ● ●
USED CAR VERDICTS	● ○ ● ● ●
NEW CAR PREDICTION	Average ○

## Nissan Leaf



The electric-powered Leaf has a 75-mile typical range. A full charge took 6 hours using a 240-volt outlet or 16 hours using 120 volts. But charge times have improved since our tests. Running costs are low: 3.5 cents per mile at the national-average electricity price of 11 cents per kWh. We calculate the Leaf gets the equivalent of 106 mpg. Standard features include a heated steering wheel and seats, and a rear-view camera. The around-view monitor is optional, and upper-level models get a more-efficient electric heat system. Reliability has been above average. Poor performance in the IIHS small-overlap crash test means we no longer recommend the Leaf.

ROAD TEST SCORE <b>71</b>				
Fuel efficient hatchbacks	P	F	G	VG E
Highest Rated				77
SL electric				71
Lowest Rated				35
Tested model: 2011 SL 4-door hatchback, Electric, automatic				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	NA
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$29,010-\$35,120  
**Body styles:** 4-door hatchback  
**Trim lines:** S, SV, SL  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** Electric (107 hp)  
**Transmissions:** 1-speed direct

RELIABILITY HISTORY	
TROUBLE SPOTS	Nissan Leaf
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ●
Engine Minor	● ● ● ● ●
Engine Cooling	● ● ● ● ●
Trans. Major	● ○ ● ● ●
Trans. Minor	● ● ● ● ●
Drive System	● ● ● ● ●
Fuel System	● ● ● ● ●
Electrical	● ○ ● ● ●
Climate System	● ● ● ● ●
Suspension	● ● ● ● ●
Brakes	○ ● ● ● ●
Exhaust	● ● ● ● ●
Paint/Trim	● ● ● ● ●
Body Integrity	● ● ● ● ●
Body Hardware	● ● ● ● ●
Power equip.	● ● ● ● ●
Audio System	○ ● ● ● ●
USED CAR VERDICTS	● ● ● ● ●
NEW CAR PREDICTION	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 175  
 Width (in.) ..... 70  
 Height (in.) ..... 61  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 3,360  
 % weight front/rear .. 56/44  
**Cargo measurement**  
 Max. load (lb.) ..... 860  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR

#### Fuel

Electric  
 EPA city/hwy, mpg .. 126/101

## Nissan Maxima



The Maxima soldiers on mostly unchanged, with a 2016 redesign coming this spring. The highlight of the Maxima is its smooth, powerful 3.5-liter V6 that gives it very quick acceleration and 22 mpg overall, but on premium fuel. The steering is oddly weighted. It's overly light at low speeds, but then firms up rather abruptly, which takes away from the car's handling. The ride is comfortable enough, and the cabin is quiet. A low roofline inhibits rear access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive, but interior materials and rear-seat room aren't as impressive.

ROAD TEST SCORE <b>82</b>				
Sedans	P	F	G	VG E
Highest Rated				99
3.5 SV V6				82
Lowest Rated				44
Tested model: 2009 3.5 SV sedan, 3.5-liter V6, CVT				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$31,290-\$34,380  
**Body styles:** sedan  
**Trim lines:** 3.5 S, 3.5 SV  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (290 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Nissan Maxima
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	○ ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	○ ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	○ ● ● ● ● ● ● ● ● ●
Body Hardware	○ ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 191  
 Width (in.) ..... 73  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 109  
 Weight (lb.) ..... 3,555  
 % weight front/rear .. 62/38  
**Cargo measurement**  
 Max. load (lb.) ..... 900  
 Cargo volume, cu.ft. .... 14.0  
 Towing capacity (lb.) .... 1,000

#### Fuel

Premium  
 EPA city/hwy, mpg .... 19/26

## Nissan Murano



**W**ith aggressive new styling, Nissan's midsize SUV gets an airier interior with larger windows, a lower dashboard, and an optional full-length panoramic sunroof. An available eight-inch color display houses the NissanConnect infotainment system, with access to mobile apps, navigation, and more. Nissan's punchy, refined 3.5-liter six-cylinder soldiers on, paired with a continuously variable transmission. New safety features include moving object detection and blind spot and cross-traffic warnings, as well as forward-collision warning with emergency braking. The styling robs some rear cargo room, however.



### REPORT CARD

PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$29,000-\$42,000E  
**Body styles:** 4-door SUV  
**Trim lines:** S, SV, SL, Platinum  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (260 hp)  
**Transmissions:** CVT

### RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Murano													
	05	06	07	08	09	10	11	12	13	14				
Engine Major	●	●	●		○	●	●	●	●	●				
Engine Minor	●	●	●		●	●	●	●	●	●				
Engine Cooling	●	●	●		●	●	●	●	●	●				
Trans. Major	●	●	●		●	●	●	●	●	●				
Trans. Minor	●	○	○		●	●	●	●	●	●				
Drive System	●	●	●		●	●	●	●	●	●				
Fuel System	○	○	●		●	●	●	●	●	●				
Electrical	○	○	●		○	●	●	●	●	●				
Climate System	●	●	●		●	●	●	●	●	●				
Suspension	●	●	●		○	○	●	●	●	●				
Brakes	○	○	●		●	○	●	●	●	●				
Exhaust	●	●	●		●	●	●	●	●	●				
Paint/Trim	●	●	○		●	●	●	●	●	●				
Body Integrity	●	○	○		○	●	●	●	●	●				
Body Hardware	●	●	●		●	●	●	○	●	●				
Power equip.	●	●	○		●	●	●	●	●	●				
Audio System	●	●	●		○	●	●	●	○	○				
USED CAR VERDICTS	●	●	○		○	○	●	●	○	○				
NEW CAR PREDICTION	New													

#### FACTS & FIGURES

##### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 75  
 Height (in.) ..... 67  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 4,190  
 % weight front/rear .. 58/42  
**Cargo measurement**  
 Max. load (lb.) ..... 900  
 Cargo volume, cu.ft. .... NA  
 Towing capacity (lb.) . . 3,500

##### Fuel

Regular  
 EPA city/hwy, mpg ... 18/23

## Nissan Pathfinder



**T**his car-based SUV has seating for seven, but the second row's posture is not ideal and the third-row seat is tight. We found the 3.5-liter V6 and CVT delivered decent acceleration, while returning 18 mpg overall in our tests. The ride is comfortable enough, but handling lacks agility. Towing capability is competitive at 5,000 pounds. The cabin is quiet and spacious, the controls are fairly easy to master, and the passenger-side rear seat can be moved forward with a child seat installed. A hybrid with a 2.5-liter, supercharged four-cylinder is optional. Updates for 2015 include available blind-spot warning and rear cross-traffic alert. Reliability has been well below average.

### ROAD TEST SCORE 72

SUVs	P	F	G	VG	E
Highest Rated				88	
SL V6				72	
Lowest Rated			20		100

**Tested model:** 2013 SL 4-door SUV 4WD, 3.5-liter V6, CVT

### REPORT CARD

PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$28,950-\$44,350  
**Body styles:** 4-door SUV  
**Trim lines:** S, SV, SL, Platinum, SV Hybrid, SL Hybrid, Platinum Hybrid  
**Drive wheels:** Front or selectable AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.5-liter 4 hybrid (250 hp); 3.5-liter V6 (260 hp)  
**Transmissions:** CVT

### RELIABILITY HISTORY

TROUBLE SPOTS	Nissan Pathfinder													
	05	06	07	08	09	10	11	12	13	14				
Engine Major	●	●	○	●	○	★	●	●	●	●	●			
Engine Minor	●	●	●	●	●	★	●	●	●	●	●			
Engine Cooling	●	●	●	●	★	●	●	●	●	●	●			
Trans. Major	●	●	●	●	★	●	●	●	●	●	●			
Trans. Minor	●	●	●	●	★	●	●	●	●	●	○			
Drive System	●	●	●	○	★	○	●	○	○	○	○			
Fuel System	●	●	●	○	★	●	○	●	●	●	○			
Electrical	●	●	●	●	★	○	●	○	●	●	○			
Climate System	●	○	○	●	★	○	○	○	○	●	○			
Suspension	●	●	●	●	★	○	●	○	●	○	○			
Brakes	●	○	○	○	★	●	○	●	○	○	○			
Exhaust	●	●	●	○	★	●	●	●	○	○	○			
Paint/Trim	●	●	○	●	★	●	●	○	●	○	○			
Body Integrity	●	○	○	○	★	●	○	○	○	○	○			
Body Hardware	●	○	○	○	★	○	○	○	○	○	○			
Power equip.	●	○	○	○	★	○	○	○	○	○	○			
Audio System	○	○	○	○	★	○	○	○	●	○	○			
USED CAR VERDICTS	●	●	○	○	★	○	○	○	○	●	○			
NEW CAR PREDICTION	Much worse than average ●													

#### FACTS & FIGURES

##### Exterior dimensions

Length (in.) ..... 192  
 Width (in.) ..... 73  
 Height (in.) ..... 72  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 4,505  
 % weight front/rear .. 54/46  
**Cargo measurement**  
 Max. load (lb.) ..... 1,150  
 Cargo volume, cu.ft. .... 39.5  
 Towing capacity (lb.) . . 5,000

##### Fuel

Regular  
 EPA city/hwy, mpg ... 19/25



## Nissan Quest



The cavernous Quest is among the most luxurious minivans on the market, with a plush and quiet interior and a smooth, compliant ride. Just don't expect sporty handling. The 3.5-liter, V6 engine feels lively, even in this big van, and returns a respectable 19 mpg overall. The two rear rows of seats can fold flat to form a convenient, flush load floor. But the Quest seats only seven at most, whereas much of the competition can seat eight. A covered cargo bay behind the third-row seat can hide luggage, an uncommon feature in a minivan. A blind-spot detection system is optional. Reliability has been average. We can no longer recommend the Quest because it scored a Poor in the IIHS small-overlap crash test.

ROAD TEST SCORE <b>79</b>				
Minivans	P	F	G	VG E
Highest Rated				84
SL V6				79
Lowest Rated				72
Tested model: 2011 SL minivan, 3.5-liter V6, CVT				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$25,990-\$42,640  
**Body styles:** minivan  
**Trim lines:** S, SV, SL, Platinum  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear, 3 third  
**Engines:** 3.5-liter V6 (260 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Nissan Quest
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ★ ★ ● ● ★
Engine Minor	★ ★ ★ ★ ★ ★ ● ● ★
Engine Cooling	★ ★ ★ ★ ★ ★ ● ● ★
Trans. Major	★ ★ ★ ★ ★ ★ ● ● ★
Trans. Minor	★ ★ ★ ★ ★ ★ ● ● ★
Drive System	★ ★ ★ ★ ★ ★ ● ● ★
Fuel System	★ ★ ★ ★ ★ ★ ● ● ★
Electrical	★ ★ ★ ★ ★ ★ ● ● ★
Climate System	★ ★ ★ ★ ★ ★ ● ● ★
Suspension	★ ★ ★ ★ ★ ★ ● ● ★
Brakes	★ ★ ★ ★ ★ ★ ● ● ★
Exhaust	★ ★ ★ ★ ★ ★ ● ● ★
Paint/Trim	★ ★ ★ ★ ★ ★ ● ● ★
Body Integrity	★ ★ ★ ★ ★ ★ ● ● ★
Body Hardware	★ ★ ★ ★ ★ ★ ● ● ★
Power equip.	★ ★ ★ ★ ★ ★ ● ● ★
Audio System	★ ★ ★ ★ ★ ★ ● ● ★
<b>USED CAR VERDICTS</b>	★ ★ ★ ★ ★ ★ ● ● ★
<b>NEW CAR PREDICTION</b>	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 201  
 Width (in.) ..... 78  
 Height (in.) ..... 72  
 Wheelbase (in.) ..... 118  
 Weight (lb.) ..... 4,570  
 % weight front/rear ... 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 1,160  
 Cargo volume, cu.ft. ... 62.0  
 Towing capacity (lb.) ... 3,500

#### Fuel

Regular  
 EPA city/hwy, mpg ... 19/25

## Nissan Rogue



A recent redesign transformed the Rogue from a decent small SUV to one of the better choices. The Rogue now rides better than most competitors and is fairly quiet and refined. Power comes from a 2.5-liter four-cylinder mated to an updated CVT. Our AWD Rogue delivered 24 mpg overall. The interior is roomier and better finished, and rear access is aided by doors that open almost ninety degrees. An optional, if small, third-row seat allows seating for seven in a pinch. A rear camera is standard, and available safety gear includes rear cross-traffic alert, and forward-collision, lane-departure, and blind-spot warnings. First year reliability of the redesign has been average.

ROAD TEST SCORE <b>74</b>				
SUVs	P	F	G	VG E
Highest Rated				88
SV 4				74
Lowest Rated				20
Tested model: 2014 SV 4-door SUV AWD, 2.5-liter 4-cyl., CVT				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	○
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$22,790-\$29,630  
**Body styles:** 4-door SUV  
**Trim lines:** S, SV, SL  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.5-liter 4 (170 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Nissan Rogue
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ●
Trans. Minor	○ ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ●
Electrical	○ ● ● ● ● ● ● ●
Climate System	○ ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ●
Brakes	○ ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ●
Power equip.	○ ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	○ ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 72  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 107  
 Weight (lb.) ..... 3,590  
 % weight front/rear ... 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 900  
 Cargo volume, cu.ft. ... 31.5  
 Towing capacity (lb.) ... 1,100

#### Fuel

Regular  
 EPA city/hwy, mpg ... 25/32

# Nissan Sentra



**T**he Sentra compact sedan looks good at first glance but ultimately trails the class best. We got 29 mpg overall from the noisy 1.8-liter four-cylinder and CVT, which feels more like a regular automatic. The engine is noisy but road noise is relatively well-suppressed. The ride is steady but impacts are stiff over pavement imperfections. Handling is fairly responsive and proved secure at its limits but the steering is vague. The tall stance makes cabin access easy. Features content on the SV trim includes infotainment and a backup camera. A low-cost nav system is optional. Reliability has dropped to well below average. It also scored a poor in the IIHS small-overlap crash test.

**ROAD TEST SCORE** **65**

Sedans	P	F	G	VG	E
Highest Rated	99				
SV 4	65				
Lowest Rated	44				

0 100

**Tested model:** 2013 SV sedan, 1.8-liter 4-cyl., CVT

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$15,990-\$19,820  
**Body styles:** sedan  
**Trim lines:** S, FE S, SV, FE SV, SR, SL  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 (130 hp)  
**Transmissions:** 6-speed manual; CVT

RELIABILITY HISTORY												
TROUBLE SPOTS	Nissan Sentra											
	05	06	07	08	09	10	11	12	13	14		
Engine Major	●	●	●	●	●	●	●	●	●	●	★	
Engine Minor	○	○	○	○	○	○	○	○	○	○	★	
Engine Cooling	●	○	○	○	○	○	○	○	○	○	★	
Trans. Major	●	●	○	○	○	○	○	○	○	○	★	
Trans. Minor	●	○	○	○	○	○	○	○	○	○	★	
Drive System	●	○	○	○	○	○	○	○	○	○	★	
Fuel System	●	●	○	○	○	○	○	○	○	○	★	
Electrical	●	○	○	○	○	○	○	○	○	○	★	
Climate System	●	○	○	○	○	○	○	○	○	○	★	
Suspension	●	○	○	○	○	○	○	○	○	○	★	
Brakes	○	○	○	○	○	○	○	○	○	○	★	
Exhaust	●	○	○	○	○	○	○	○	○	○	★	
Paint/Trim	○	○	○	○	○	○	○	○	○	○	★	
Body Integrity	○	○	○	○	○	○	○	○	○	○	★	
Body Hardware	○	○	○	○	○	○	○	○	○	○	★	
Power equip.	○	○	○	○	○	○	○	○	○	○	★	
Audio System	●	○	○	○	○	○	○	○	○	○	★	
USED CAR VERDICTS	○	○	○	○	○	○	○	○	○	○	★	
NEW CAR PREDICTION	Much worse than average ●											

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.) ..... 182  
Width (in.) ..... 69  
Height (in.) ..... 59  
Wheelbase (in.) ..... 106  
Weight (lb.) ..... 2,835  
% weight front/rear .. 60/40

**Cargo measurement**

Max. load (lb.) ..... 860  
Cargo volume, cu.ft. .... 15.0  
Towing capacity (lb.) .... NR

**Fuel**

Regular

EPA city/hwy, mpg ... 30/39

# Nissan Titan







**N**issan's full-sized pickup truck, the Titan, stands out with an impressively large cabin. This is a relatively agile truck, but the ride suffers from a rubbery jiggle. The muscular V8 provides strong acceleration and is mated to a very smooth transmission. That said, engine drone can become tiresome. Fuel economy is a dismal 14 mpg. Interior fit and finish is very basic, bordering on austere. The damped-action tailgate is a nice touch. All but the base models are available with a backup camera. A long-needed redesign arrives this fall, and will include a light-duty Cummins diesel engine.

**ROAD TEST SCORE** **65**

Pickups	P	F	G	VG	E
Highest Rated	82				
SV V8	65				
Lowest Rated	49				

**Tested model:** 2012 SV crew cab 4WD, 5.6-liter V8, 5-speed automatic

REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	
OWNER SATISFACTION	
ACCIDENT AVOIDANCE	
FUEL ECONOMY	

**Base price:** \$29,360-\$43,280  
**Body styles:** extended cab; crew cab  
**Trim lines:** S, SV, PRO-4X, SL  
**Drive wheels:** Rear or part-time 4WD  
**Seating:** 3 front, 3 rear  
**Engines:** 5.6-liter V8 (317 hp)  
**Transmissions:** 5-speed automatic

RELIABILITY HISTORY													
TROUBLE SPOTS	Nissan Titan												
	05	06	07	08	09	10	11	12	13	14	15	16	17
Engine Major	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Engine Minor	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Engine Cooling	🔴	🔴	🔴	🔴	🔴	★	★	★	★	★	★	★	★
Trans. Major	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Trans. Minor	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Drive System	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Fuel System	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Electrical	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Climate System	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Suspension	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Brakes	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Exhaust	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Paint/Trim	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Body Integrity	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Body Hardware	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Power equip.	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
Audio System	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
USED CAR VERDICTS	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★
NEW CAR PREDICTION	🔴	🔴	🔴	🔴	★	🔴	★	★	★	★	★	★	★

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.) ..... 225  
Width (in.) ..... 79  
Height (in.) ..... 77  
Wheelbase (in.) ..... 140  
Weight (lb.) ..... 5,275  
% weight front/rear .. 57/43

**Cargo measurement**

Max. load (lb.) ..... 1,600  
Cargo volume, cu.ft. .... NA  
Towing capacity (lb.) .. 9,100

**Fuel**

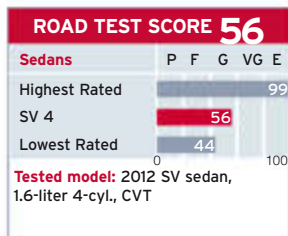
Regular

EPA city/hwy, mpg .... 12/17

## Nissan Versa



**N**issan's subcompact Versa sedan is disappointing, with a noisy and cheap interior. The engine drones as the car gathers speed, and the continuously variable transmission accentuates engine noise. Handling, though secure, lacks agility. The ride is compliant but jumpy. To its credit, the rear cabin is relatively roomy and fuel economy is commendable at 32 mpg overall. Changes for 2015 include new interior refinements and exterior styling. Reliability has been average. The Versa scored a poor in the IIHS small-overlap crash test.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$11,990-\$16,890

**Body styles:** sedan

**Trim lines:** S, S Plus, SV, SL

**Drive wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 1.6-liter 4 (109 hp)

**Transmissions:** 5-speed manual; CVT; 4-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Nissan Versa Sedan
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ★ ● ★ ★
Engine Minor	★ ★ ★ ★ ● ★ ★
Engine Cooling	★ ★ ★ ★ ● ★ ★
Trans. Major	★ ★ ★ ★ ● ★ ★
Trans. Minor	★ ★ ★ ★ ● ★ ★
Drive System	★ ★ ★ ★ ● ★ ★
Fuel System	★ ★ ★ ★ ○ ★ ★
Electrical	★ ★ ★ ★ ● ★ ★
Climate System	★ ★ ★ ★ ● ★ ★
Suspension	★ ★ ★ ★ ○ ★ ★
Brakes	★ ★ ★ ★ ● ★ ★
Exhaust	★ ★ ★ ★ ● ★ ★
Paint/Trim	★ ★ ★ ★ ● ★ ★
Body Integrity	★ ★ ★ ★ ● ★ ★
Body Hardware	★ ★ ★ ★ ● ★ ★
Power equip.	★ ★ ★ ★ ● ★ ★
Audio System	★ ★ ★ ★ ● ★ ★
USED CAR VERDICTS	★ ★ ★ ★ ○ ★ ★
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 175  
 Width (in.) ..... 67  
 Height (in.) ..... 60  
 Wheelbase (in.) ..... 102  
 Weight (lb.) ..... 2,430  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. ... 15.0  
 Towing capacity (lb.) ... NR

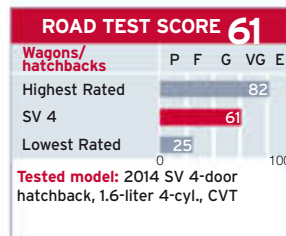
#### Fuel

Regular  
 EPA city/hwy, mpg ... 31/40

## Nissan Versa Note



**T**he Versa Note offers amazing space and versatility. It's also quieter and more relaxed to drive than most subcompacts. Its tall stance and wide doors make it easy to maneuver, park, and hop in and out. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The CVT can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Changes for 2015 include standard Bluetooth, available heated seats, and new interior refinements. First year reliability has been average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$14,180-\$17,960

**Body styles:** 4-door hatchback

**Trim lines:** S, S Plus, SV, SR, SL

**Drive wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 1.6-liter 4 (109 hp)

**Transmissions:** 5-speed manual; CVT

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 164  
 Width (in.) ..... 67  
 Height (in.) ..... 61  
 Wheelbase (in.) ..... 102  
 Weight (lb.) ..... 2,470  
 % weight front/rear ... 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. ... 23.0  
 Towing capacity (lb.) ... NR

#### Fuel

Regular  
 EPA city/hwy, mpg ... 31/40

RELIABILITY HISTORY	
TROUBLE SPOTS	Nissan Versa Hatchback, Note
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ○ ● ●
Engine Minor	● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ●
Drive System	○ ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ●
Climate System	○ ● ● ● ● ● ●
Suspension	○ ● ● ● ● ● ●
Brakes	○ ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ●
Paint/Trim	○ ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ●
USED CAR VERDICTS	○ ○ ○ ○ ○ ○ ○
NEW CAR PREDICTION	Average ○



# Nissan Xterra








**T**he Xterra feels crude but is very capable off-road. Although the ride is stiff, handling is relatively responsive. The strong V6 engine delivers quick acceleration but overall fuel economy is just 17 mpg. The automatic is smooth, but the four-wheel-drive system is a rudimentary part-time type. The basic interior looks rugged and is well assembled. The off-road trim line has a hill-descent control that maintains a very low speed on slippery downhill grades. Reliability has been above average, but the Xterra scores too low to be recommended.

**ROAD TEST SCORE** **61**

SUVs	P	F	G	VG	E
Highest Rated					88
S V6				61	
Lowest Rated	20				

**Tested model:** 2005 S 4-door SUV 4WD, 4.0-liter V6, 5-speed automatic

REPORT CARD	
PREDICTED RELIABILITY	
OWNER COST	
OWNER SATISFACTION	
ACCIDENT AVOIDANCE	
FUEL ECONOMY	

**Base price:** \$23,660-\$31,640  
**Body styles:** 4-door SUV  
**Trim lines:** X, S, PRO-4X  
**Drive wheels:** Rear or part-time 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 4.0-liter V6 (261 hp)  
**Transmissions:** 6-speed manual; 5-speed automatic

RELIABILITY HISTORY													
TROUBLE SPOTS	Nissan Xterra												
	05	06	07	08	09	10	11	12	13	14			
Engine Major													
Engine Minor													
Engine Cooling													
Trans. Major													
Trans. Minor													
Drive System													
Fuel System													
Electrical													
Climate System													
Suspension													
Brakes													
Exhaust													
Paint/Trim													
Body Integrity													
Body Hardware													
Power equip.													
Audio System													
USED CAR VERDICTS													
NEW CAR PREDICTION	Better than average												

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.) ..... 179  
Width (in.) ..... 73  
Height (in.) ..... 75  
Wheelbase (in.) ..... 106  
Weight (lb.) ..... 4,480  
% weight front/rear .. 52/48

**Cargo measurement**

Max. load (lb.) ..... 920  
Cargo volume, cu.ft. . . . 45.5  
Towing capacity (lb.) . . 5,000

**Fuel**

Regular

EPA city/hwy, mpg . . . 15/20

## Nissan Z







**E**mploying a wonderfully strong yet smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit notchy but easy to use, and it can match revs on downshifts. Handling is very agile, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. A convertible and stiffer, higher-performance NISMO versions are available. Changes for 2015 include standard Bluetooth and revised suspension tuning.

**ROAD TEST SCORE 81**

Sporty cars	P	F	G	VG	E
Highest Rated	98				
Touring V6	81				
Lowest Rated	55				

**Tested model:** 2009 Touring coupe, 3.7-liter V6, 6-speed manual

REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	
OWNER SATISFACTION	
ACCIDENT AVOIDANCE	
FUEL ECONOMY	

**Base price:** \$29,990-\$49,400  
**Body styles:** convertible; coupe  
**Trim lines:** Base, Sport, Touring, Touring Sport, NISMO, NISMO Tech  
**Drive wheels:** Rear  
**Seating:** 2 front  
**Engines:** 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)  
**Transmissions:** 6-speed manual; 7-speed automatic

RELIABILITY HISTORY														
TROUBLE SPOTS	Nissan 350Z, 370Z													
	05	06	07	08	09	10	11	12	13	14	15	16	17	18
Engine Major	⬤	⬤	★	★	★	★	★	★	★	★	★	★	★	★
Engine Minor	⬤	⬤	★	★	★	★	★	★	★	★	★	★	★	★
Engine Cooling	⬤	⬤	★	★	★	★	★	★	★	★	★	★	★	★
Trans. Major	⬤	○	★	★	★	★	★	★	★	★	★	★	★	★
Trans. Minor	⬤	★	★	★	★	★	★	★	★	★	★	★	★	★
Drive System	⬤	★	★	★	★	★	★	★	★	★	★	★	★	★
Fuel System	⬤	⬤	★	★	★	★	★	⬤	★	★	★	★	★	★
Electrical	○	★	★	★	★	★	★	⬤	★	★	★	★	★	★
Climate System	⬤	★	★	★	★	★	★	★	★	★	★	★	★	★
Suspension	⬤	★	★	★	★	★	★	★	★	★	★	★	★	★
Brakes	⬤	⬤	★	★	★	★	★	★	★	★	★	★	★	★
Exhaust	⬤	★	★	★	★	★	★	★	★	★	★	★	★	★
Paint/Trim	⬤	⬤	★	★	★	★	★	★	★	★	★	★	★	★
Body Integrity	⬤	⬤	★	★	★	★	★	★	★	★	★	★	★	★
Body Hardware	⬤	⬤	★	★	★	★	★	★	★	★	★	★	★	★
Power equip.	⬤	⬤	★	★	★	★	★	★	★	★	★	★	★	★
Audio System	⬤	○	★	★	★	★	★	★	★	★	★	★	★	★
USED CAR VERDICTS	⬤	⬤	★	★	★	★	★	★	★	★	★	★	★	★
NEW CAR PREDICTION														NA

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.) .....167  
Width (in.) ..... 73  
Height (in.) ..... 52  
Wheelbase (in.) ..... 100  
Weight (lb.) ..... 3,385  
% weight front/rear . . 54/46

**Cargo measurement**

Max. load (lb.) .....450  
Cargo volume, cu.ft. ....7.0  
Towing capacity (lb.)....NR

**Fuel**

Premium  
EPA city/hwy, mpg ...18/26

## Porsche 911



The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative civility. The base model gets a 350-hp, 3.4-liter six, while the Carrera S uses a 400-hp, 3.8-liter six, both matched with a seven-speed manual. Measures to help with fuel efficiency include shut-off at idle and electric power steering. The 911 is quick, super agile, sounds terrific, and the automated manual gives nothing up to the stick shift. It isn't particularly taxing on long trips, thanks to its relatively civilized—though not plush—ride and decent sound deadening. Starting in 2015, a rear-view camera is optional. Reliability has improved to average.

## Porsche Boxster



Porsche's entry-level roadster is tremendous fun to drive and offers strong 2.7- and 3.4-liter flat six-cylinder engines. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated-manual transmission. The 2.7-liter we tested is very responsive and the manual shifter is smooth and crisp. Handling is still excellent despite some loss of steering feedback and the ride is not punishing. The power top deploys quickly and can be operated at speeds up to 35 mph, and the front and rear trunks are still a bonus. Reliability has been above average.

ROAD TEST SCORE <b>95</b>				
Sporty cars	P	F	G	VG E
Highest Rated				98
Carrera S 6				<b>95</b>
Lowest Rated				55
Tested model: 2014 Carrera S coupe, 3.8-liter 6-cyl., 7-speed manual				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

ROAD TEST SCORE <b>83</b>				
Roadsters	P	F	G	VG E
Highest Rated				85
convertible 6				<b>83</b>
Lowest Rated				74
Tested model: 2013 Base convertible, 2.7-liter 6-cyl., 6-speed manual				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$84,300–\$194,600  
**Body styles:** convertible; coupe  
**Trim lines:** Carrera, Carrera S, Carrera 4, Carrera 4S, GT3, Turbo, Turbo S  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 3.4-liter 6 (350 hp); 3.8-liter 6 (400 hp); 3.8-liter 6 (475 hp); 3.8-liter 6 turbo (520 hp); 3.8-liter 6 turbo (560 hp)  
**Transmissions:** 7-spd sequential; 6-spd man; 7-spd man

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....177  
 Width (in.) .....71  
 Height (in.) .....51  
 Wheelbase (in.) .....96  
 Weight (lb.) .....3,235  
 % weight front/rear ..38/62  
**Cargo measurement**  
 Max. load (lb.) .....660  
 Cargo volume, cu.ft. ....5.0  
 Towing capacity (lb.) ....NR

#### Fuel

Premium  
 EPA city/hwy, mpg ....19/27

RELIABILITY HISTORY	
TROUBLE SPOTS	Porsche 911
Engine Major	05 06 07 08 09 10 11 12 13 14
Engine Minor	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Engine Cooling	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Trans. Major	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Trans. Minor	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Drive System	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Fuel System	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Electrical	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Climate System	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Suspension	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Brakes	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Exhaust	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Paint/Trim	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Body Integrity	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Body Hardware	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Power equip.	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Audio System	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
<b>USED CAR VERDICTS</b>	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
<b>NEW CAR PREDICTION</b>	Average ○

**Base price:** \$51,400–\$73,500  
**Body styles:** convertible  
**Trim lines:** Base, S, GTS  
**Drive wheels:** Rear  
**Seating:** 2 front  
**Engines:** 2.7-liter 6 (265 hp); 3.4-liter 6 (315 hp); 3.4-liter 6 (330 hp)  
**Transmissions:** 7-speed sequential; 6-speed manual

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....172  
 Width (in.) .....71  
 Height (in.) .....51  
 Wheelbase (in.) .....97  
 Weight (lb.) .....3,035  
 % weight front/rear ..46/54  
**Cargo measurement**  
 Max. load (lb.) .....485  
 Cargo volume, cu.ft. ....5.0  
 Towing capacity (lb.) ....NR

#### Fuel

Premium  
 EPA city/hwy, mpg ...20/30

RELIABILITY HISTORY	
TROUBLE SPOTS	Porsche Boxster
Engine Major	05 06 07 08 09 10 11 12 13 14
Engine Minor	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Engine Cooling	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Trans. Major	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Trans. Minor	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Drive System	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Fuel System	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Electrical	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Climate System	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Suspension	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Brakes	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Exhaust	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Paint/Trim	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Body Integrity	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Body Hardware	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Power equip.	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Audio System	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
<b>USED CAR VERDICTS</b>	★ ★ ★ ★ ★ ★ ★ ★ ★ ★
<b>NEW CAR PREDICTION</b>	Better than average ●

## Porsche Cayenne



The midsize Cayenne is one of the sportiest, most agile SUVs on the market. The base V6 has been replaced by a turbo V6 for 2015. A V6 diesel, V8, and hybrid engines are also available. The eight-speed automatic is super-smooth. The ride is supple and steady but rather stiff at low speeds. The seats are comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, but the controls are confusing. The stop/start feature shuts the engine off at idle to save fuel but is slow to restart at times; luckily it can be disabled. Reliability has been above average.

ROAD TEST SCORE <b>78</b>				
SUVs	P	F	G	VG E
Highest Rated				88
4-door SUV V6				78
Lowest Rated	20			100
Tested model: 2011 Base 4-door SUV AWD, 3.6-liter V6, 8-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$61,700-\$113,600  
**Body styles:** 4-door SUV  
**Trim lines:** Diesel, S, S E-Hybrid, Turbo  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbodiesel (240 hp); 3.0-liter V6 hybrid (416 hp); 3.6-liter V6 turbo (420 hp); 4.8-liter V8 turbo (520 hp)  
**Transmissions:** 6-speed manual; 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....191  
 Width (in.) .....79  
 Height (in.) .....67  
 Wheelbase (in.) .....114  
 Weight (lb.) .....4,795  
 % weight front/rear . . .53/47  
**Cargo measurement**  
 Max. load (lb.) .....1,280  
 Cargo volume, cu.ft. ....33.0  
 Towing capacity (lb.)...7,715

#### Fuel

Diesel or premium  
 EPA city/hwy, mpg ...20/29

RELIABILITY HISTORY	
TROUBLE SPOTS	Porsche Cayenne
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ★ ★ ● ● ●
Engine Minor	★ ★ ★ ★ ★ ● ● ●
Engine Cooling	★ ★ ★ ★ ★ ● ● ●
Trans. Major	★ ★ ★ ★ ★ ● ● ●
Trans. Minor	★ ★ ★ ★ ★ ● ● ●
Drive System	★ ★ ★ ★ ★ ○ ● ●
Fuel System	★ ★ ★ ★ ★ ● ● ●
Electrical	★ ★ ★ ★ ★ ● ● ●
Climate System	★ ★ ★ ★ ★ ● ● ●
Suspension	★ ★ ★ ★ ★ ● ● ●
Brakes	★ ★ ★ ★ ★ ○ ● ●
Exhaust	★ ★ ★ ★ ★ ● ● ●
Paint/Trim	★ ★ ★ ★ ★ ● ● ●
Body Integrity	★ ★ ★ ★ ★ ● ● ●
Body Hardware	★ ★ ★ ★ ★ ● ● ●
Power equip.	★ ★ ★ ★ ★ ● ● ●
Audio System	★ ★ ★ ★ ★ ○ ● ●
<b>USED CAR VERDICTS</b>	★ ★ ★ ★ ★ ○ ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●

## Porsche Cayman



The Cayman is longer, lower, and lighter than the previous model. Launched in Cayman and Cayman S trims, it shares its platform with the Boxster. The base model is powered by a 2.7-liter flat-six engine. Offering higher performance, the Cayman S and GTS versions pack a stronger 3.4-liter flat six. All engines offer incremental power gains over the out-going model. In our tests of the 2.7-liter Boxster, we found it responsive and the manual shifter is smooth and crisp. Handling is still excellent despite some loss of steering feedback and the ride is tolerable.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$52,600-\$75,200  
**Body styles:** coupe  
**Trim lines:** Base, S, GTS  
**Drive wheels:** Rear  
**Seating:** 2 front  
**Engines:** 2.7-liter 6 (275 hp); 3.4-liter 6 (325 hp); 3.4-liter 6 (340 hp)  
**Transmissions:** 7-speed sequential; 6-speed manual

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) .....172  
 Width (in.) .....71  
 Height (in.) .....51  
 Wheelbase (in.) .....95  
 Weight (lb.) .....2,955  
 % weight front/rear . . .45/55  
**Cargo measurement**  
 Max. load (lb.) .....485  
 Cargo volume, cu.ft. ....9.0  
 Towing capacity (lb.)...NR

#### Fuel

Premium  
 EPA city/hwy, mpg ...20/30

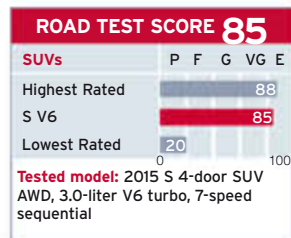
RELIABILITY HISTORY	
TROUBLE SPOTS	Porsche Cayman
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ★ ★ ● ● ●
Engine Minor	★ ★ ★ ★ ★ ● ● ●
Engine Cooling	★ ★ ★ ★ ★ ● ● ●
Trans. Major	★ ★ ★ ★ ★ ● ● ●
Trans. Minor	★ ★ ★ ★ ★ ● ● ●
Drive System	★ ★ ★ ★ ★ ● ● ●
Fuel System	★ ★ ★ ★ ★ ● ● ●
Electrical	★ ★ ★ ★ ★ ● ● ●
Climate System	★ ★ ★ ★ ★ ● ● ●
Suspension	★ ★ ★ ★ ★ ● ● ●
Brakes	★ ★ ★ ★ ★ ● ● ●
Exhaust	★ ★ ★ ★ ★ ● ● ●
Paint/Trim	★ ★ ★ ★ ★ ● ● ●
Body Integrity	★ ★ ★ ★ ★ ● ● ●
Body Hardware	★ ★ ★ ★ ★ ● ● ●
Power equip.	★ ★ ★ ★ ★ ● ● ●
Audio System	★ ★ ★ ★ ★ ● ● ●
<b>USED CAR VERDICTS</b>	★ ★ ★ ★ ★ ● ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●



## Porsche Macan



**P**orsche's latest model combines the performance of its sports cars with the functional package of a small SUV. Two engines are offered; a 3.0-liter V6 turbo in the S and a 3.6-liter V6 turbo in the uplevel Turbo. A diesel version may follow some time later. The PDK automated manual transmission is standard. Despite the sub-\$50,000 base price, typically-equipped S models land in the low-\$60,000 range. The Turbo starts at \$72,300. While based on the Audi Q5, the power and handling are true Porsche, as are the seats, interior, fit and finish, and attention to detail. The cabin is quite snug and the controls are a dizzying array of buttons.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$49,900-\$72,300  
**Body styles:** 4-door SUV  
**Trim lines:** S, Turbo  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbo (340 hp); 3.6-liter V6 turbo (400 hp)  
**Transmissions:** 7-speed sequential

RELIABILITY HISTORY	
TROUBLE SPOTS	Porsche Macan
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	New

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 184  
 Width (in.) ..... 76  
 Height (in.) ..... 64  
 Wheelbase (in.) ..... 111  
 Weight (lb.) ..... 4,415  
 % weight front/rear .. 57/43

#### Cargo measurement

Max. load (lb.) ..... 1,150  
 Cargo volume, cu.ft. .... 29.0  
 Towing capacity (lb.) .. 5,290

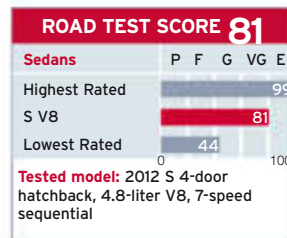
#### Fuel

Premium  
 EPA city/hwy, mpg .... 17/23

## Porsche Panamera



**P**orsche has introduced its first plug-in hybrid and longer Executive variants of the Panamera. The S E-Hybrid produces 416 total system hp, while the S model now uses a new 3.0-liter turbo V6. This large, four-door luxury hatchback has a coupe silhouette and remains true to the marque. It delivers performance and agility with comfort for four adults. Handling is agile and enjoyable, with excellent steering and lots of cornering grip. The ride is a bit on the firm side for a luxury car, though. The beautifully finished interior is fitted with a button-dominated center console that can be intimidating at first.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$78,100-\$200,500  
**Body styles:** 4-door hatchback  
**Trim lines:** Base, 4, S, 4S, S E-Hybrid, GTS, 4S Executive, Turbo, Turbo S, Turbo Executive  
**Drive wheels:** Rear or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 3.6-liter V6 (310 hp); 3.0-liter V6 hybrid (416 hp); 3.0-liter V6 turbo (420 hp); 4.8-liter V8 (440 hp); 4.8-liter V8 turbo (520, 570 hp)  
**Transmissions:** 7-speed sequential; 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Porsche Panamera
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 196  
 Width (in.) ..... 76  
 Height (in.) ..... 56  
 Wheelbase (in.) ..... 115  
 Weight (lb.) ..... 4,165  
 % weight front/rear .. 52/48

#### Cargo measurement

Max. load (lb.) ..... 1,080  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg .... 16/24

NOT  
 ENOUGH  
 DATA  
 TO  
 RATE

## Ram 1500

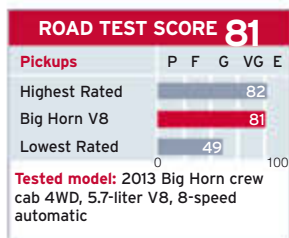


The Ram is the most civilized full-sized pickup, yet is plenty capable. Its coil-spring rear suspension helps cushion the ride and the spacious cab is luxury-car quiet. Our Big Horn Crew Cab, with its smooth 5.7-liter V8, averaged 15 mpg. The base 3.6-liter V6 is no weakling, but tows less. Unique among half-ton trucks, the torquey 3.0-liter diesel V6 is expensive, but has effortless thrust and returns a class-leading 20-mpg overall. All engines are now mated to a slick eight-speed automatic. Rear seat room is generous and the Uconnect 8.4 touch screen infotainment system is easy to use. Reliability has dropped to below average with the gas engines; diesel reliability is still unknown.

## Ram 2500



The Ram 2500 has undergone improvements similar to the ones the Ram 1500 received. With a coil-spring rear suspension it now has a ride that is more civilized than competing heavy-duty trucks. Chrysler's powerful 383-hp, 5.7-liter V8 is the standard engine, but you can opt for the powerful 6.7-liter Cummins turbodiesel. This strong-pulling diesel engine is not available on the Ram 1500. The truck lends itself easily to fifth wheel towing. It has two rear cameras: one for backing up, another for monitoring what's in the bed. The crew cab's rear seat is very roomy. Reliability of the turbodiesel version has dropped to well below average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	⊖
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	⊖
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$24,810-\$51,825  
**Body styles:** regular cab; extended cab; crew cab  
**Trim lines:** Tradesman, Express, HFE, SLT, Lone Star, Big Horn, Outdoorsman, Sport, Laramie  
**Drive wheels:** Rear, part-time, or permanent 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0L V6 turbodiesel (240 hp); 3.6L V6 (305 hp); 5.7L V8 (395 hp)  
**Transmissions:** 6- & 8-spd auto

FACTS & FIGURES	
Exterior dimensions	
Length (in.)	229
Width (in.)	79
Height (in.)	79
Wheelbase (in.)	141
Weight (lb.)	5,495
% weight front/rear	57/43
Cargo measurement	
Max. load (lb.)	1,270
Cargo volume, cu.ft.	NA
Towing capacity (lb.)	10,050
Fuel	
Regular or diesel	
EPA city/hwy, mpg	15/21

RELIABILITY HISTORY	
TROUBLE SPOTS	Ram 1500 (V8, 4WD)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	○ ● ● ● ● ● ● ● ● ●
Engine Cooling	○ ● ● ● ● ● ● ● ● ●
Trans. Major	○ ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	○ ● ● ● ● ● ● ● ● ●
Electrical	○ ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	○ ● ● ● ● ● ● ● ● ●
Brakes	○ ● ● ● ● ● ● ● ● ●
Exhaust	○ ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	○ ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	○ ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	
	○ ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	
	Worse than average ⊖

**Base price:** \$30,615-\$54,250  
**Body styles:** mega cab; regular cab; crew cab  
**Trim lines:** ST, SLT, TRX, Power Wagon, Laramie  
**Drive wheels:** Rear or part-time 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 6.7-liter 6 turbodiesel (350 hp); 6.7-liter 6 turbodiesel (370 hp); 5.7-liter V8 (383 hp); 6.4-liter V8 (410 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

FACTS & FIGURES	
Exterior dimensions	
Length (in.)	228
Width (in.)	80
Height (in.)	79
Wheelbase (in.)	141
Weight (lb.)	7,320
% weight front/rear	61/39
Cargo measurement	
Max. load (lb.)	2,290
Cargo volume, cu.ft.	NA
Towing capacity (lb.)	13,450
Fuel	
Regular or diesel	
EPA city/hwy, mpg	NA

RELIABILITY HISTORY	
TROUBLE SPOTS	Ram 2500 & 3500 (diesel)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	○ ● ● ● ● ● ● ● ● ●
Engine Cooling	○ ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	○ ● ● ● ● ● ● ● ● ●
Climate System	○ ● ● ● ● ● ● ● ● ●
Suspension	○ ● ● ● ● ● ● ● ● ●
Brakes	○ ● ● ● ● ● ● ● ● ●
Exhaust	○ ● ● ● ● ● ● ● ● ●
Paint/Trim	○ ● ● ● ● ● ● ● ● ●
Body Integrity	○ ● ● ● ● ● ● ● ● ●
Body Hardware	○ ● ● ● ● ● ● ● ● ●
Power equip.	○ ● ● ● ● ● ● ● ● ●
Audio System	○ ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	
	○ ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	
	Much worse than average ●

## Scion FR-S

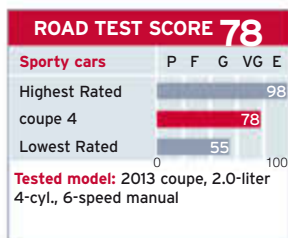


Jointly developed with Subaru, the rear-wheel-drive FR-S features a 2.0-liter four-cylinder, teamed with a choice of a six-speed manual or six-speed automatic transmission. Its low curb weight and optimal weight distribution give it super-agile handling and balance at its limits. In corners, the car turns in promptly, with virtually no body lean. The steering is well weighted, with decent feedback, and the ride is slightly more compliant than the Subaru BRZ. Inside, the cabin is relatively plain, with well-bolstered sport seats, but the stiff ride and elevated noise can be taxing. The vestigial rear seats are best left for cargo. We cannot recommend the FR-S due to below average reliability.

## Scion iQ



The Scion iQ, a tiny four-seat hatchback, is one of the lowest scoring cars we've tested in recent years. Slow, noisy, and uncomfortable, the iQ's few positives include being exceptionally easy to park and overall fuel economy of 34 mpg. The extremely tiny rear seats won't make anyone riding back there happy, and the numb yet overly quick steering makes the iQ darty. The iQ makes little sense, unless you spend all of your driving time in a crowded city. Plenty of much nicer cars cost about the same, gets comparable fuel economy, and don't beat you up.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$24,900-\$31,090  
**Body styles:** coupe  
**Trim lines:** Base, 10 Series  
**Drive wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 (200 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Scion FR-S
	05 06 07 08 09 10 11 12 13 14
Engine Major	● *
Engine Minor	● *
Engine Cooling	● *
Trans. Major	● *
Trans. Minor	● *
Drive System	● *
Fuel System	● *
Electrical	● *
Climate System	● *
Suspension	● *
Brakes	● *
Exhaust	● *
Paint/Trim	○ *
Body Integrity	● *
Body Hardware	● *
Power equip.	● *
Audio System	● *
<b>USED CAR VERDICTS</b>	● *
<b>NEW CAR PREDICTION</b>	●

**Base price:** \$15,665  
**Body styles:** 2-door hatchback  
**Trim lines:** Base, 10 Series  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 1.3-liter 4 (94 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Scion iQ
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	NA

NOT  
ENOUGH  
DATA  
TO  
RATE

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 167  
 Width (in.) ..... 70  
 Height (in.) ..... 51  
 Wheelbase (in.) ..... 101  
 Weight (lb.) ..... 2,770  
 % weight front/rear ... 55/45

#### Cargo measurement

Max. load (lb.) ..... 700  
 Cargo volume, cu.ft. .... 7.0  
 Towing capacity (lb.) .... NR

#### Fuel

Premium  
 EPA city/hwy, mpg ... 22/30

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 120  
 Width (in.) ..... 66  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 79  
 Weight (lb.) ..... 2,140  
 % weight front/rear ... .61/39

#### Cargo measurement

Max. load (lb.) ..... 660  
 Cargo volume, cu.ft. .... 4.0  
 Towing capacity (lb.) .... NR

#### Fuel

Regular  
 EPA city/hwy, mpg ... 36/37



## Scion tC



**T**he tC got a mild cosmetic freshening for 2014. Its 2.5-liter four-cylinder provides adequate acceleration. When mated to the six-speed automatic, it averaged a very good 27 mpg overall. The automatic has a rev-matching feature for 2014. While it looks like a sporty coupe, the tC's handling is quite mundane. It's noisy and stiff riding, making it an unpleasant companion. On the plus side are the tC's hatchback versatility and particularly spacious rear seat. Interior fit and finish is unimpressive, and the thick rear roof pillars and small windows block outward visibility.

**ROAD TEST SCORE** **44**

Sedans	P	F	G	VG	E
Highest Rated	99				
coupe 4	44				
Lowest Rated	44				

0 100

**Tested model:** 2014 Base coupe, 2.5-liter 4-cyl., 6-speed automatic

**Base price:** \$19,210-\$22,400

**Body styles:** coupe

**Trim lines:** Base, 10 Series




**Drive wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 2.5-liter 4 (179 hp)

**Transmissions:** 6-speed

manual; 6-speed automatic

REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	
FUEL ECONOMY	

RELIABILITY HISTORY													
TROUBLE SPOTS	Scion tC												
	05	06	07	08	09	10	11	12	13	14			
Engine Major	●	●	○	×	×	×	×	×	×	×	×	×	×
Engine Minor	●	○	○	×	×	×	×	×	×	×	×	×	×
Engine Cooling	●	●	○	×	×	×	×	×	×	×	×	×	×
Trans. Major	●	●	●	×	×	×	×	×	×	×	×	×	×
Trans. Minor	●	●	○	×	×	×	×	×	×	×	×	×	×
Drive System	●	●	●	×	×	×	×	×	×	×	×	×	×
Fuel System	●	●	○	×	×	×	×	×	×	×	×	×	×
Electrical	●	●	○	×	×	×	×	×	×	×	×	×	×
Climate System	○	●	●	×	×	×	×	×	×	×	×	×	×
Suspension	●	●	●	×	×	×	×	×	×	×	×	×	×
Brakes	○	○	○	×	×	×	×	×	×	×	×	×	×
Exhaust	○	●	●	×	×	×	×	×	×	×	×	×	×
Paint/Trim	●	●	○	×	×	×	×	×	×	×	×	×	×
Body Integrity	●	○	●	×	×	×	×	×	×	×	×	×	×
Body Hardware	●	●	●	×	×	×	×	×	×	×	×	×	×
Power equip.	○	●	●	×	×	×	×	×	×	×	×	×	×
Audio System	○	●	●	×	×	×	×	×	×	×	×	×	×
USED CAR VERDICTS	●	●	●	×	×	×	×	×	×	×	×	×	×
NEW CAR PREDICTION	NA												

## Scion xB



**T**he funky-looking xB is a versatile and reliable little hauler. It uses a 2.4-liter four-cylinder that delivers good performance, but returns only 23 mpg overall. The ride is fairly compliant, and handling is responsive. Its cabin is quiet, but the center-mounted gauges and layout for the radio controls are a little annoying. The rear seat is enormous, and cabin access is very easy. The cargo area is generous, but low windows and thick roof pillars make the cabin dark and impair visibility. Reliability has been outstanding.

**ROAD TEST SCORE** **68**

Wagons/ hatchbacks	P	F	G	VG	E
Highest Rated					82
wagon 4					68
Lowest Rated	25				

**Tested model:** 2008 wagon, 2.4-liter 4-cyl., 4-speed automatic

**Base price:** \$16,970-\$20,420

**Body styles:** wagon

**Trim lines:** Base, 10 Series

**Drive wheels:** Front

**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (158 hp)

**Transmissions:** 5-speed

manual; 4-speed automatic

REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	○

RELIABILITY HISTORY													
TROUBLE SPOTS	Scion xB												
	05	06	07	08	09	10	11	12	13	14	15	16	17
Engine Major	●	●		●	●	●	●	●	●	●	●	●	★
Engine Minor	●	●		●	●	●	●	●	●	●	●	●	★
Engine Cooling	●	●		●	●	●	●	●	●	●	●	●	★
Trans. Major	○	●		●	●	●	●	●	●	●	●	●	★
Trans. Minor	●	●		●	●	●	●	●	●	●	●	●	★
Drive System	●	●		●	●	●	●	●	●	●	●	●	★
Fuel System	○	●		●	●	●	●	●	●	●	●	●	★
Electrical	●	●		●	●	●	●	●	●	●	●	●	★
Climate System	●	●		●	●	●	●	●	●	●	●	●	★
Suspension	●	●		●	●	●	●	●	●	●	●	●	★
Brakes	○	●		●	●	●	●	●	●	●	●	●	★
Exhaust	●	○		●	●	●	●	●	●	●	●	●	★
Paint/Trim	○	○		○	●	●	●	●	●	●	●	●	★
Body Integrity	●	●		○	○	●	●	●	●	●	●	●	★
Body Hardware	●	●		●	●	●	●	●	●	●	●	●	★
Power equip.	●	●		●	●	●	●	●	●	●	●	●	★
Audio System	●	●		●	●	●	●	●	○	○	○	○	★
USED CAR VERDICTS	●	●		●	●	●	●	●	●	●	●	●	★
NEW CAR PREDICTION	Much better than average ●												

## Smart ForTwo

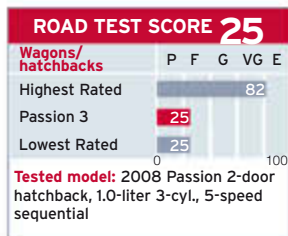


This tiny two-seater is good on gas and a snap to park. After that, the positives pretty much run out. The Smart features a 1.0-liter, three-cylinder engine that does a decent job keeping up with traffic, but the car is very slow when taking off from a stop. We measured 39 mpg overall, but the dinky little engine requires premium fuel. The harsh ride, clumsy handling, and automated manual transmission, with its extremely jerky and jarring gear changes, all make the driving experience nasty. Access to the cabin is very easy, and the seats are comfortable. An electrically-powered version with a rated 68-mile range and 107 mpg equivalent is available. A redesign arrives in 2015.

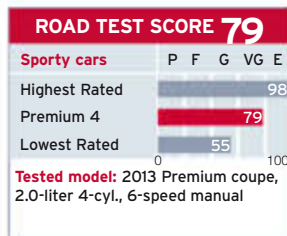
## Subaru BRZ



Developed with Toyota, Subaru's first RWD sports car features a 2.0-liter four-cylinder with a choice of a six-speed manual or automatic. Handling is super responsive, with impressive agility. In corners, the BRZ turns in promptly, with virtually no body lean. The steering is quick and well weighted, with decent feedback. At its limits, the BRZ understeers more than its mechanical sibling, the Toyota FR-S. That difference makes it more forgiving but slightly less rewarding. The ride is also a bit more jittery. The cabin is relatively plain, with well-bolstered sport seats, but the ride and elevated noise can be taxing. Reliability is well below average and we can't recommend the BRZ.



REPORT CARD	
PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	○
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$13,270-\$17,930  
**Body styles:** 2-door hatchback; convertible  
**Trim lines:** Pure, Passion  
**Drive wheels:** Rear  
**Seating:** 2 front  
**Engines:** 1.0-liter 3 (70 hp)  
**Transmissions:** 5-speed sequential

RELIABILITY HISTORY	
TROUBLE SPOTS	Smart ForTwo
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ★ ★ ★ ★
Engine Minor	● ● ★ ★ ★ ★
Engine Cooling	● ● ★ ★ ★ ★
Trans. Major	● ● ★ ★ ★ ★
Trans. Minor	● ● ★ ★ ★ ★
Drive System	● ● ★ ★ ★ ★
Fuel System	● ● ★ ★ ★ ★
Electrical	● ● ★ ★ ★ ★
Climate System	● ● ★ ★ ★ ★
Suspension	● ● ★ ★ ★ ★
Brakes	● ● ★ ★ ★ ★
Exhaust	● ● ★ ★ ★ ★
Paint/Trim	● ● ★ ★ ★ ★
Body Integrity	● ● ★ ★ ★ ★
Body Hardware	● ● ★ ★ ★ ★
Power equip.	● ● ★ ★ ★ ★
Audio System	● ● ★ ★ ★ ★
USED CAR VERDICTS	● ● ★ ★ ★ ★
NEW CAR PREDICTION	NA

**Base price:** \$25,695-\$28,795  
**Body styles:** coupe  
**Trim lines:** Premium, Limited  
**Drive wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 (200 hp)  
**Transmissions:** 6-speed manual; 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Subaru BRZ
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ★
Engine Minor	● ● ★
Engine Cooling	● ● ★
Trans. Major	● ● ★
Trans. Minor	● ● ★
Drive System	● ● ★
Fuel System	○ ● ★
Electrical	○ ● ★
Climate System	● ● ★
Suspension	● ● ★
Brakes	● ● ★
Exhaust	● ● ★
Paint/Trim	○ ● ★
Body Integrity	● ● ★
Body Hardware	● ● ★
Power equip.	● ● ★
Audio System	● ● ★
USED CAR VERDICTS	● ● ★
NEW CAR PREDICTION	Much worse than average ●

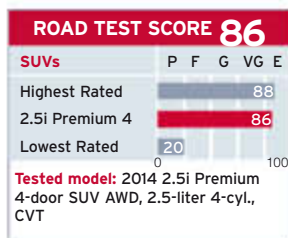
**FACTS & FIGURES**  
**Exterior dimensions**  
 Length (in.) ..... 167  
 Width (in.) ..... 70  
 Height (in.) ..... 51  
 Wheelbase (in.) ..... 101  
 Weight (lb.) ..... 2,770  
 % weight front/rear .. 55/45  
**Cargo measurement**  
 Max. load (lb.) ..... 700  
 Cargo volume, cu.ft. .... 7.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ... 22/30

**FACTS & FIGURES**  
**Exterior dimensions**  
 Length (in.) ..... 106  
 Width (in.) ..... 61  
 Height (in.) ..... 61  
 Wheelbase (in.) ..... 74  
 Weight (lb.) ..... 1,805  
 % weight front/rear .. 44/56  
**Cargo measurement**  
 Max. load (lb.) ..... 505  
 Cargo volume, cu.ft. .... 8.0  
 Towing capacity (lb.) .... NR  
**Fuel**  
 Premium  
 EPA city/hwy, mpg ... 34/38

## Subaru Forester



**F**ollowing its back-to-basics redesign, the Forester has topped our Ratings. Its positives include large windows, big doors, an excellent driving position, and unusually spacious rear seating. In our tests, the 2.5-liter four-cylinder and CVT averaged an impressive 26 mpg overall. Trade-offs included the not-so-composed ride and less-than-agile, although ultimately secure, handling. Engine noise is pronounced at times, too. Controls are very simple but infotainment and connectivity are a bit behind. Mid-trim Foresters bring a lot of content for the money. The optional X-Mode gives it some off-road ability. New for 2015 is a standard backup camera for all trim lines.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$22,195-\$33,095  
**Body styles:** 4-door SUV  
**Trim lines:** 2.5i, 2.5i Premium, 2.5i Limited, 2.5i Touring, 2.0XT Premium, 2.0XT Touring  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (170 hp); 2.0-liter 4 turbo (250 hp)  
**Transmissions:** 6-speed manual; CVT

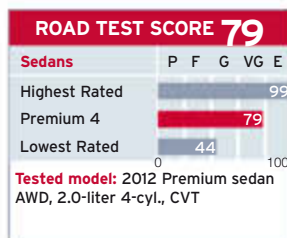
FACTS & FIGURES	
Exterior dimensions	
Length (in.)	181
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	104
Weight (lb.)	3,370
% weight front/rear	57/43
Cargo measurement	
Max. load (lb.)	900
Cargo volume, cu.ft.	35.5
Towing capacity (lb.)	1,500
Fuel	
Regular or premium	
EPA city/hwy, mpg	24/32

RELIABILITY HISTORY	
TROUBLE SPOTS	Subaru Forester (non-turbo)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	○ ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	○ ○ ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	○ ○ ○ ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	○ ○ ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	
	○ ○ ○ ○ ○ ● ● ● ● ●
NEW CAR PREDICTION	
	Much better than average ●

## Subaru Impreza



**T**he Impreza is a particularly well-rounded package and is among our top-scoring compact sedans. The ride is very absorbent and controlled. Handling is responsive and secure. Acceleration is adequate, and fuel economy of 27 mpg overall for the sedan is impressive given the standard all-wheel drive. The hatchback gets 26 mpg overall and has a handy-sized cargo area. Road and engine noise, exacerbated by the continuously variable transmission, are our only serious complaints. Subaru claims it improved noise isolation and updated the audio system for 2015. The interior is spacious for the class, controls are straightforward, and visibility is good.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$17,895-\$22,995  
**Body styles:** sedan; wagon  
**Trim lines:** 2.0i, Premium, Limited, Sport Premium, Sport Limited  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (148 hp)  
**Transmissions:** 5-speed manual; CVT

FACTS & FIGURES	
Exterior dimensions	
Length (in.)	180
Width (in.)	69
Height (in.)	58
Wheelbase (in.)	104
Weight (lb.)	3,015
% weight front/rear	60/40
Cargo measurement	
Max. load (lb.)	850
Cargo volume, cu.ft.	12.0
Towing capacity (lb.)	NR
Fuel	
Regular	
EPA city/hwy, mpg	27/36

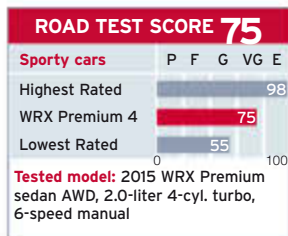
RELIABILITY HISTORY	
TROUBLE SPOTS	Subaru Impreza
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	○ ○ ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	○ ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	○ ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	○ ● ● ● ● ● ● ● ● ●
Body Integrity	○ ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	
	○ ○ ○ ○ ○ ● ● ● ● ●
NEW CAR PREDICTION	
	Better than average ●



## Subaru WRX/STi



The redesigned WRX is only available as a sedan. Its 2.0-liter turbo four-cylinder produces 268 hp and an abundant 258 lb.-ft. of torque, driving all four wheels. A six-speed manual is standard. A CVT with three drive modes—Intelligent, Sport, and Sport Sharp—is optional. Acceleration is strong, but the optimal power band is narrow. Handling is very capable, but the stiff and choppy ride beats you up. The shifter isn't the slickest and the high clutch effort makes daily driving a chore. Still, it's among the few practical high-performance cars. The even more powerful WRX STi has a giant wing, some transmission and suspension differences, and a stronger 305-hp engine.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	○
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$26,295-\$38,495  
**Body styles:** sedan  
**Trim lines:** WRX, WRX Premium, WRX Limited, STi, STi Launch Edition, STi Limited  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (305 hp)  
**Transmissions:** 6-speed manual; CVT

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 180  
 Width (in.) ..... 69  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 103  
 Weight (lb.) ..... 3,320  
 % weight front/rear ... 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 11.0  
 Towing capacity (lb.) .... NR

#### Fuel

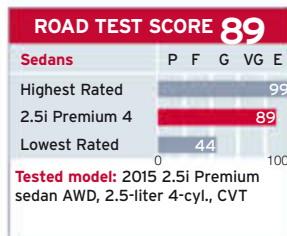
Premium  
 EPA city/hwy, mpg ... 21/28

RELIABILITY HISTORY	
TROUBLE SPOTS	Subaru Impreza WRX/STi
Engine Major	05 06 07 08 09 10 11 12 13 14
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	New

## Subaru Legacy



The redesigned Legacy is roomier, quieter, and much more refined. It rides very comfortably, with sound and secure handling. The 2.5-liter four-cylinder is carried over but the continuously variable transmission has been improved. Overall the driving experience is much calmer. A 3.6-liter six-cylinder is also available. The much-needed infotainment improvements include a 6.2-inch touch screen and multifunction display with Internet radio and Bluetooth. Uplevel models add a larger screen, and upgraded audio. New safety features include a standard rearview camera and an available rear radar system with blind spot, cross traffic, and lane change warnings.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$21,695-\$29,595  
**Body styles:** sedan  
**Trim lines:** 2.5i, 2.5i Premium, 2.5i Limited, 3.6R Limited  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)  
**Transmissions:** CVT

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 189  
 Width (in.) ..... 72  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 108  
 Weight (lb.) ..... 3,470  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 850  
 Cargo volume, cu.ft. .... 15.0  
 Towing capacity (lb.) .... NR

#### Fuel

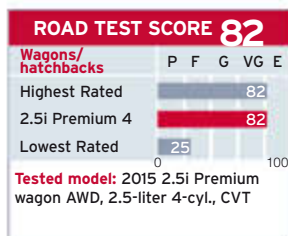
Regular  
 EPA city/hwy, mpg ... 26/36

RELIABILITY HISTORY	
TROUBLE SPOTS	Subaru Legacy (4-cyl.)
Engine Major	05 06 07 08 09 10 11 12 13 14
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Better than average ●

## Subaru Outback



**T**his all-new Outback wagon is more refined, with an inch more legroom in the rear seat, and improved noise isolation. It rides very comfortably, with secure handling. The 2.5-liter four-cylinder is carried over but the CVT has been improved. Overall the driving experience is calmer, and the 3.6-liter six-cylinder makes it quicker and quieter. The much-needed infotainment improvements include a 6.2-inch touch screen and multifunction display with Internet radio and Bluetooth. Uplevel models add a larger screen, and upgraded audio. New safety features include a standard rearview camera and an available rear radar system with blind spot, cross traffic, and lane change warnings.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	○
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$24,895-\$32,995  
**Body styles:** wagon  
**Trim lines:** 2.5i, 2.5i Premium, 2.5i Limited, 3.6R Limited  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Subaru Outback (4-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	○ ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	○ ○ ○ ○ ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	○ ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	○ ● ● ● ● ● ● ● ● ●
Power equip.	○ ○ ○ ○ ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 190  
 Width (in.) ..... 72  
 Height (in.) ..... 66  
 Wheelbase (in.) ..... 108  
 Weight (lb.) ..... 3,640  
 % weight front/rear ... 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 900  
 Cargo volume, cu.ft. ... 34.0  
 Towing capacity (lb.) ... 2,700

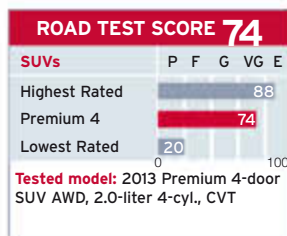
#### Fuel

Regular  
 EPA city/hwy, mpg ... 25/33

## Subaru XV Crosstrek



**T**he Crosstrek is a small quasi-SUV version of the Impreza hatchback, but with a raised ride height that gives it enough altitude to slosh through deeply rutted roads. It may appeal to those living at the end of a dirt road who don't want anything big and bulky. The cabin is rather noisy, the ride is stiff, and the little 148-hp, 2.0-liter four-cylinder engine has to work hard to maintain highway speed, but fuel economy is a gratifying 26 mpg. The costlier Hybrid barely improves on that at 28 mpg. At least the Hybrid is a little quieter and sounds less strained. Either way the regular Impreza hatch may be a better choice: it's quieter, quicker, cheaper, and better-riding.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$21,995-\$29,295  
**Body styles:** 4-door SUV  
**Trim lines:** Premium, Limited, Hybrid, Hybrid Touring  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (148 hp); 2.0-liter 4 hybrid (160 hp)  
**Transmissions:** 5-speed manual; CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Subaru XV Crosstrek
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ●
Engine Minor	● ●
Engine Cooling	● ●
Trans. Major	● ●
Trans. Minor	● ●
Drive System	● ●
Fuel System	● ●
Electrical	● ●
Climate System	● ●
Suspension	● ●
Brakes	● ●
Exhaust	● ●
Paint/Trim	● ●
Body Integrity	○ ●
Body Hardware	○ ●
Power equip.	● ●
Audio System	○ ●
<b>USED CAR VERDICTS</b>	● ●
<b>NEW CAR PREDICTION</b>	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 175  
 Width (in.) ..... 70  
 Height (in.) ..... 62  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,165  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 900  
 Cargo volume, cu.ft. ... 23.0  
 Towing capacity (lb.) ... 1,500

#### Fuel

Regular  
 EPA city/hwy, mpg ... 25/33

## Tesla Model S



The Tesla Model S is a great four-door luxury sporty car that happens to be electric. This large, low-slung hatchback seats five, or, with the optional rear-facing jump seats, seven in a pinch. With its optional 85 kWh battery, the largest available, it can travel between 180 and 225 miles per charge and can be fully charged in as little as five hours on a dedicated Tesla connector. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a comfortable ride. A huge iPad-like center screen controls many functions. Drawbacks include tight access, restricted visibility, and range limitations in cold weather. Reliability has been average.

ROAD TEST SCORE <b>99</b>				
Sedans	P	F	G	VG E
Highest Rated				99
sedan electric				<b>99</b>
Lowest Rated			44	100
Tested model: 2013 Base sedan, Electric, automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	NA
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$69,900-\$94,900  
**Body styles:** sedan  
**Trim lines:** Base, Performance  
**Drive wheels:** Rear  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** Electric (302 hp); Electric (362 hp); Electric (416 hp)  
**Transmissions:** 1-speed direct

FACTS & FIGURES	
Exterior dimensions	
Length (in.)	196
Width (in.)	77
Height (in.)	57
Wheelbase (in.)	117
Weight (lb.)	4,695
% weight front/rear	47/53
Cargo measurement	
Max. load (lb.)	920
Cargo volume, cu.ft.	32.0
Towing capacity (lb.)	NR
Fuel	
Electric	
EPA city/hwy, mpg	88/90

RELIABILITY HISTORY	
TROUBLE SPOTS	Tesla Model S
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ●
Engine Minor	● ● ●
Engine Cooling	● ● ●
Trans. Major	● ● ●
Trans. Minor	● ● ●
Drive System	○ ● ●
Fuel System	● ● ●
Electrical	○ ○ ●
Climate System	● ● ●
Suspension	● ● ●
Brakes	● ● ●
Exhaust	● ● ●
Paint/Trim	● ● ●
Body Integrity	● ● ●
Body Hardware	● ● ●
Power equip.	● ● ●
Audio System	● ● ●
USED CAR VERDICTS	
	○ ○ ○
NEW CAR PREDICTION	
	Average ○

## Tesla Model X



The electric-powered Model X seven-passenger SUV is based on the Model S, with falcon-wing back doors that open up and out of the way. Like the S, the Model X has a large, flat battery pack under the floor. It comes in two sizes: The base, 60-kWh battery should give the car a range about 150 miles. The larger, 85-kWh battery pack, should amount to just over 200 miles, depending on the motors. All-wheel drive will be standard. The Performance version uses more powerful motors. Prices are said to mirror those of the Model S, which starts at about \$70,000, and steps up to more than \$90,000 with its largest battery pack and options.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	NA
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$70,000-\$95,000  
**Body styles:** 4-door SUV  
**Trim lines:** Base, Performance  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** Electric (302 hp); Electric (362 hp)  
**Transmissions:** 1-speed direct

FACTS & FIGURES	
Exterior dimensions	
Length (in.)	197
Width (in.)	82
Height (in.)	64
Wheelbase (in.)	121
Weight (lb.)	NA
% weight front/rear	NA
Cargo measurement	
Max. load (lb.)	NA
Cargo volume, cu.ft.	NA
Towing capacity (lb.)	NR
Fuel	
Electric	
EPA city/hwy, mpg	NA

RELIABILITY HISTORY	
TROUBLE SPOTS	Tesla Model X
	05 06 07 08 09 10 11 12 13 14
Engine Major	
Engine Minor	
Engine Cooling	
Trans. Major	
Trans. Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Body Integrity	
Body Hardware	
Power equip.	
Audio System	
USED CAR VERDICTS	
NEW CAR PREDICTION	
	New

NO  
DATA  
NEW  
MODEL



## Toyota 4Runner








**T**he 4Runner falls a little short of most modern SUVs. It's good for off-roading, and its rough-sounding 4.0-liter V6 is powerful and relatively fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans a good deal while cornering and the bobbing and bouncing chips away at driver confidence. A high step-in and low ceiling compromise both access and driving position, and interior fit and finish is unimpressive. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is well above average, but it scores too low to be recommended.

**ROAD TEST SCORE** **55**

SUVs	P	F	G	VG	E
Highest Rated					88
SR5 V6				55	
Lowest Rated	20				

**Tested model:** 2010 SR5 4-door SUV 4WD, 4.0-liter V6, 5-speed automatic

REPORT CARD	
PREDICTED RELIABILITY	
OWNER COST	
OWNER SATISFACTION	
ACCIDENT AVOIDANCE	
FUEL ECONOMY	

**Base price:** \$33,010-\$43,420  
**Body styles:** 4-door SUV  
**Trim lines:** SR5, Trail, Limited, TRD Pro  
**Drive wheels:** Rear, part-time, or permanent 4WD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 4.0-liter V6 (270 hp)  
**Transmissions:** 5-speed automatic

RELIABILITY HISTORY														
TROUBLE SPOTS	Toyota 4Runner (V6)													
	05	06	07	08	09	10	11	12	13	14				
Engine Major	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Engine Cooling	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Drive System	○	○	○	○	●	●	●	●	●	●	●	●	●	●
Fuel System	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Electrical	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Climate System	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Suspension	●	●	●	●	●	○	●	●	●	●	●	●	●	●
Brakes	○	○	○	●	●	●	○	○	○	●	●	●	●	●
Exhaust	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Paint/Trim	○	●	●	●	○	○	○	○	●	●	●	●	●	●
Body Integrity	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Body Hardware	●	●	●	●	●	●	●	○	○	○	○	○	○	○
Power equip.	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Audio System	●	●	●	●	●	●	○	○	○	○	○	○	○	○
USED CAR VERDICTS	●	●	●	●	●	●	●	●	●	●	●	●	●	●
NEW CAR PREDICTION	Much better than average ●													

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.) ..... 190  
Width (in.) ..... 76  
Height (in.) ..... 72  
Wheelbase (in.) ..... 110  
Weight (lb.) ..... 4,665  
% weight front/rear .. 53/47

**Cargo measurement**

Max. load (lb.) ..... 1,155  
Cargo volume, cu.ft. .... 44.5  
Towing capacity (lb.) .. 5,000

**Fuel**

Regular

EPA city/hwy, mpg .... 17/22

# Toyota Avalon








**S**adly, the Avalon's formerly excellent ride was stiffened too much with the last redesign, especially on versions with the 18-inch tires. It no longer has the pillow-soft ride of its predecessor, which was one of its more remarkable features. Handling was sharpened up and the styling made more attractive, but the controls were made more complicated. The lively 268-hp V6 is teamed with a smooth six-speed automatic and delivers a commendable 24 mpg overall. The hybrid's 2.5-liter four-cylinder is teamed with an electric motor, returning an impressive 36 mpg overall. Upscale materials and finish details give the spacious cabin a lush, luxurious ambience.

**ROAD TEST SCORE** **81**

Sedans	P	F	G	VG	E
Highest Rated	99				
Limited V6	81				
Lowest Rated	44				

**Tested model:** 2013 Limited sedan, 3.5-liter V6, 6-speed automatic

REPORT CARD	
PREDICTED RELIABILITY	
OWNER COST	
OWNER SATISFACTION	
ACCIDENT AVOIDANCE	
FUEL ECONOMY	

**Base price:** \$31,590-\$41,650  
**Body styles:** sedan  
**Trim lines:** XLE, Premium, Touring, Limited, Hybrid Premium, Hybrid Touring, Hybrid Limited  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)  
**Transmissions:** CVT; 6-speed automatic

RELIABILITY HISTORY														
TROUBLE SPOTS	Toyota Avalon													
	05	06	07	08	09	10	11	12	13	14	15	16	17	18
Engine Major														
Engine Minor														
Engine Cooling														
Trans. Major														
Trans. Minor														
Drive System														
Fuel System														
Electrical														
Climate System														
Suspension														
Brakes														
Exhaust														
Paint/Trim														
Body Integrity														
Body Hardware														
Power equip.														
Audio System														
USED CAR VERDICTS														
NEW CAR PREDICTION											Average			

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.) ..... 195  
Width (in.) ..... 72  
Height (in.) ..... 58  
Wheelbase (in.) ..... 111  
Weight (lb.) ..... 3,555  
% weight front/rear ... 61/39

**Cargo measurement**

Max. load (lb.) ..... 930  
Cargo volume, cu.ft. .... 16.0  
Towing capacity (lb.) .... NR

**Fuel**

Regular

EPA city/hwy, mpg .... 21/31

## Toyota Camry



After just three years into its current generation, Toyota reskins America's most popular car, trying to inject more excitement. Interior appointments have been upgraded and center dashboard controls simplified. But changes affecting ride and handling are quite modest. The Camry still has a comfortable ride and handling is sound, but unexceptional. Other changes resulted in reduced road noise. The three powertrain choices are a 2.5-liter, four-cylinder; a 3.5-liter V6; and a Hybrid, which gets an amazing 38 mpg overall. The four-cylinder returned an excellent 27 mpg overall in our tests. The V6 delivers 26 mpg overall.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$22,970-\$31,370

**Body styles:** sedan

**Trim lines:** LE, SE, Hybrid LE, Hybrid SE, Hybrid XLE, XLE, XSE

**Drive wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 2.5-liter 4 (173 hp); 2.5-liter 4 (178 hp); 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)

**Transmissions:** CVT; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 189  
Width (in.) ..... 72  
Height (in.) ..... 58  
Wheelbase (in.) ..... 109  
Weight (lb.) ..... 3,155  
% weight front/rear ... 62/38  
**Cargo measurement**  
Max. load (lb.) ..... 905  
Cargo volume, cu.ft. .... 15.0  
Towing capacity (lb.) .... NR

#### Fuel

Regular  
EPA city/hwy, mpg ... 25/35

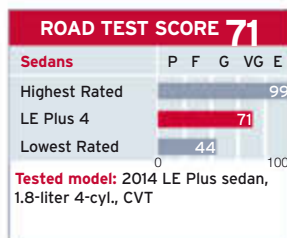
### RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Camry (4-cyl.)											
	05	06	07	08	09	10	11	12	13	14		
Engine Major	●	●	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	○	●	●	●	●	●	●	●	●	●
Engine Cooling	●	○	●	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●	●	●
Drive System	●	●	●	●	●	●	●	●	●	●	●	●
Fuel System	●	●	●	●	●	●	●	●	●	●	●	●
Electrical	●	●	●	●	●	●	●	●	●	●	●	●
Climate System	●	●	●	●	●	●	●	●	●	●	●	●
Suspension	○	●	●	○	○	●	●	●	●	●	●	●
Brakes	●	●	○	○	○	○	○	○	○	○	○	○
Exhaust	●	●	●	●	●	●	●	●	●	●	●	●
Paint/Trim	●	●	●	○	●	●	●	●	●	●	●	●
Body Integrity	●	●	○	○	○	○	○	○	○	○	○	○
Body Hardware	●	●	●	●	●	●	●	●	●	●	●	●
Power equip.	●	●	●	●	●	●	●	●	●	●	●	●
Audio System	●	●	●	○	●	●	●	●	●	●	●	●
<b>USED CAR VERDICTS</b>	●	●	●	○	●	●	●	●	●	●	●	●
<b>NEW CAR PREDICTION</b>	Much better than average ●											

## Toyota Corolla



The Corolla delivers a decent ride, and a quiet, spacious interior. The continuously variable transmission (CVT) replaces the old four-speed automatic on all but base models. Fuel economy remains excellent at 32 mpg overall with the CVT, and gets a significant boost to 43 mpg on the highway. Interior upgrades include standard Bluetooth connectivity and a touch-screen radio with simple controls. Inside, nicely padded and stitched surfaces contrast with drab, hard plastic bits. Handling is lackluster, but very secure. A sportier S version has a tauter suspension, and is more responsive than our tested LE.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$16,900-\$22,905

**Body styles:** sedan

**Trim lines:** L, LE, LE Plus, LE Premium, LE Eco, S, S Plus, S Premium

**Drive wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 1.8-liter 4 (132 hp); 1.8-liter 4 (140 hp)

**Transmissions:** 6-speed manual; CVT; 4-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 183  
Width (in.) ..... 70  
Height (in.) ..... 57  
Wheelbase (in.) ..... 106  
Weight (lb.) ..... 2,900  
% weight front/rear ... .61/39  
**Cargo measurement**  
Max. load (lb.) ..... 865  
Cargo volume, cu.ft. .... 13.0  
Towing capacity (lb.) .... NR

#### Fuel

Regular  
EPA city/hwy, mpg ... 29/38

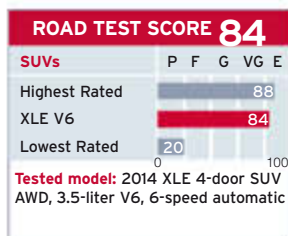
### RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Corolla											
	05	06	07	08	09	10	11	12	13	14		
Engine Major	●	●	●	●	●	●	●	●	●	●	●	●
Engine Minor	●	●	○	●	●	●	●	●	●	●	●	●
Engine Cooling	●	●	○	●	●	●	●	●	●	●	●	●
Trans. Major	●	●	●	●	●	●	●	●	●	●	●	●
Trans. Minor	●	●	●	●	●	●	●	●	●	●	●	●
Drive System	●	●	●	●	●	●	●	●	●	●	●	●
Fuel System	○	●	●	●	●	●	●	●	●	●	●	●
Electrical	●	●	●	○	●	●	●	●	●	●	●	●
Climate System	●	●	●	●	●	●	●	●	●	●	●	●
Suspension	●	●	●	●	●	●	●	●	●	●	●	●
Brakes	●	○	○	○	○	○	○	○	○	○	○	○
Exhaust	○	○	○	○	○	○	○	○	○	○	○	○
Paint/Trim	○	○	○	○	○	○	○	○	○	○	○	○
Body Integrity	○	○	○	○	○	○	○	○	○	○	○	○
Body Hardware	●	●	●	●	●	●	●	●	●	●	●	●
Power equip.	●	●	●	●	●	●	●	●	●	●	●	●
Audio System	●	●	●	○	●	●	●	●	●	●	●	●
<b>USED CAR VERDICTS</b>	●	●	●	○	●	●	●	●	●	●	●	●
<b>NEW CAR PREDICTION</b>	Better than average ●											

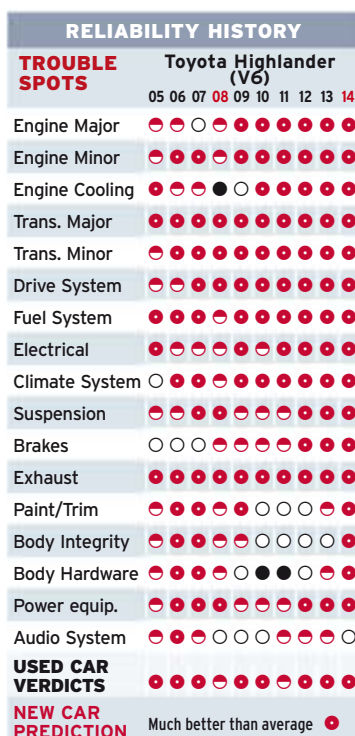
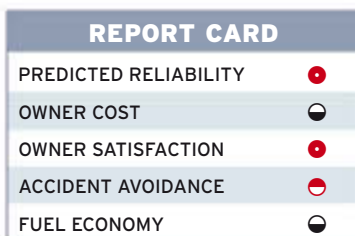
# Toyota Highlander



The midsize Highlander SUV garners top scores. It handles responsively, the ride is steady and absorbent, and interior space is generous. A wider third row allows seating for eight, or seven with optional second row captain's chairs. The 2.7-liter four cylinder and the smooth 3.5-liter V6 are matched to a six-speed automatic. Hybrid models use the V6 with an electric motor and a CVT. In our tests the AWD V6 Highlander averaged 20 mpg, while the Hybrid got 25 mpg. It's a long reach to some controls, particularly the standard 6.1-inch touchscreen. The Entune system's includes a larger eight-inch screen. A backup camera is standard.



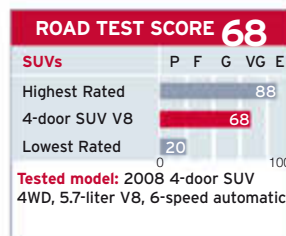
**Base price:** \$29,415-\$49,990  
**Body styles:** 4-door SUV  
**Trim lines:** LE, LE Plus, XLE, Limited, Hybrid Limited  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 2.7-liter 4 (185 hp); 3.5-liter V6 (270 hp); 3.5-liter V6 hybrid (280 hp)  
**Transmissions:** CVT; 6-speed automatic



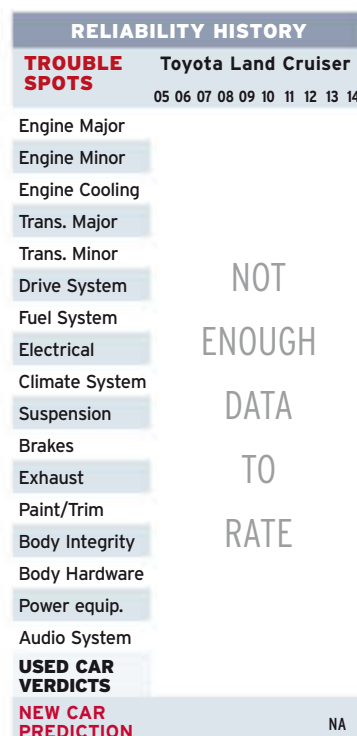
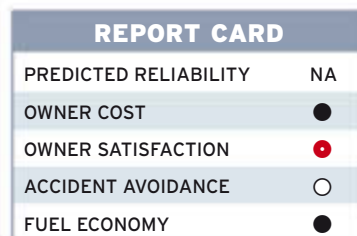
# Toyota Land Cruiser



**T**oyota's flagship SUV has the same powerful 5.7-liter V8 from the Tundra pickup. It is luxurious, quick, quiet, comfortable, and refined, but is thirsty for fuel at 14 mpg overall. It rides very comfortably and the interior is roomy and well finished. But it isn't the most agile SUV on the road. The Land Cruiser showed terrific off-road performance in our tests, partly because of its crawl mode to help ascend and descend steep slopes. A 50/50-split third-row seat folds up against the side of the cargo area rather than into the floor, which takes up cargo room. The permanently engaged four-wheel-drive system is standard.



**Base price:** \$79,905  
**Body styles:** 4-door SUV  
**Trim lines:** –  
**Drive wheels:** Permanent 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 5.7-liter V8 (381 hp)  
**Transmissions:** 6-speed automatic



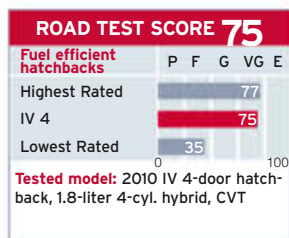
NOT  
ENOUGH  
DATA  
TO  
RATE



## Toyota Prius



The Prius is extremely economical, averaging 44 mpg overall, and 55 mpg on the highway in our tests. With light throttle input it can quietly drive on electric power up to 25 mph. The ride is firm yet steady, and handling is sound and secure, but not particularly agile. Road noise is pronounced. The interior is roomy, but fit and finish is just so-so and some controls take a bit of getting used to. The plug-in version typically delivers around 12 miles on electricity, boosting mileage to the equivalent of 67 mpg. When the electric range is depleted, the car reverts to regular Prius performance, averaging 43 mpg overall. Reliability has been well above average for both the regular Prius and the plug-in.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$24,200-\$34,905  
**Body styles:** 4-door hatchback  
**Trim lines:** Two, Three, Four, Five, Persona Series, Plug-in, Plug-in Advanced  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 electric (134 hp); 1.8-liter 4 hybrid (134 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Toyota Prius
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	○ ○ ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	○ ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 176  
 Width (in.) ..... 69  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 106  
 Weight (lb.) ..... 3,115  
 % weight front/rear ... 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. ... 22.0  
 Towing capacity (lb.) ... NR

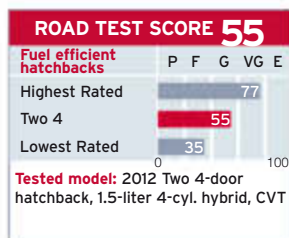
#### Fuel

Regular  
 EPA city/hwy, mpg ... 51/48

## Toyota Prius C



This smaller, less-expensive alternative to the regular Prius feels more like a subcompact than a sophisticated hybrid. It has a harsh ride, noisy engine and cabin, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. However, its 37 mpg is the best city fuel economy of any car we've tested, and its 43 mpg overall is just 1 mpg less than the regular Prius. 2015 brings a number of exterior styling updates. Reliability is well above average, but the Prius C scores too low in our testing to be recommended, and it scored a poor in the IIHS small-overlap crash test.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$19,080-\$23,360  
**Body styles:** 4-door hatchback  
**Trim lines:** One, Two, Three, Four  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 4 hybrid (99 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Toyota Prius C
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ●
Engine Minor	● ● ● ●
Engine Cooling	● ● ● ●
Trans. Major	● ● ● ●
Trans. Minor	● ● ● ●
Drive System	● ● ● ●
Fuel System	● ● ● ●
Electrical	● ● ● ●
Climate System	● ● ● ●
Suspension	● ● ● ●
Brakes	● ● ● ●
Exhaust	● ● ● ●
Paint/Trim	● ● ● ●
Body Integrity	● ● ● ●
Body Hardware	● ● ● ●
Power equip.	● ● ● ●
Audio System	● ● ● ●
USED CAR VERDICTS	● ● ● ●
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 157  
 Width (in.) ..... 67  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 100  
 Weight (lb.) ..... 2,545  
 % weight front/rear ... .61/39  
**Cargo measurement**  
 Max. load (lb.) ..... 845  
 Cargo volume, cu.ft. ... 19.0  
 Towing capacity (lb.) ... NR

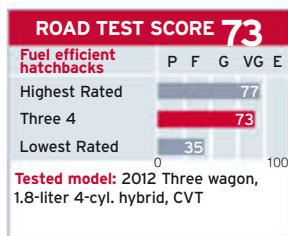
#### Fuel

Regular  
 EPA city/hwy, mpg ... 53/46

## Toyota Prius V



This wagon version of the Prius offers a very roomy rear seat and a generous cargo area. It's about the size of the Mazda5 but seats five. Despite its extra weight and a less aerodynamic shape, the V still got an excellent 41 mpg overall in our tests. The electric motor and engine have to work fairly hard, especially when the car is loaded with cargo. It drives similarly to the standard Prius, but rear visibility is better. A weight-saving plastic moon roof is optional. The Prius V receives a number of exterior styling updates for 2015. Reliability is well above average. We can no longer recommend the Prius V because it scored a Poor in the IIHS small-overlap crash test.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$26,650-\$30,295  
**Body styles:** wagon  
**Trim lines:** Two, Three, Five  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 hybrid (134 hp)  
**Transmissions:** CVT

RELIABILITY HISTORY	
TROUBLE SPOTS	Toyota Prius V
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ●
Engine Minor	● ● ●
Engine Cooling	● ● ●
Trans. Major	● ● ●
Trans. Minor	● ● ●
Drive System	● ● ●
Fuel System	● ● ●
Electrical	● ● ●
Climate System	● ● ●
Suspension	● ● ●
Brakes	● ● ●
Exhaust	● ● ●
Paint/Trim	● ● ●
Body Integrity	● ● ●
Body Hardware	● ● ●
Power equip.	● ● ●
Audio System	○ ○ ○
<b>USED CAR VERDICTS</b>	● ● ●
<b>NEW CAR PREDICTION</b>	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 70  
 Height (in.) ..... 62  
 Wheelbase (in.) ..... 109  
 Weight (lb.) ..... 3,280  
 % weight front/rear ... 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 915  
 Cargo volume, cu.ft. ... 32.0  
 Towing capacity (lb.) ... NR

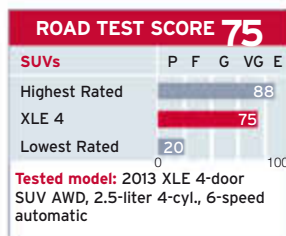
#### Fuel

Regular  
 EPA city/hwy, mpg ... 44/40

## Toyota RAV4



The RAV4 uses a 2.5-liter four-cylinder and six-speed automatic that got 24 mpg overall in tests of the AWD version. Handling is nimble and very secure, with a firm and well-controlled ride. Inside the cabin are clear, intuitive controls and some upgraded materials. But a number of cheap details are still apparent. Access is very easy and the rear seat is roomy. A rear-view camera is standard and the rear hatch is now top-hinged. A height-adjustable power liftgate is available on some trim lines. An electric version with a 103-mile range is available in some markets. We can no longer recommend the RAV4 because it scored a Poor in the IIHS small-overlap crash test.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$23,680-\$29,850  
**Body styles:** 4-door SUV  
**Trim lines:** LE, XLE, Limited  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (176 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Toyota RAV4 (4-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
<b>USED CAR VERDICTS</b>	● ● ● ● ● ● ● ● ● ●
<b>NEW CAR PREDICTION</b>	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 180  
 Width (in.) ..... 73  
 Height (in.) ..... 65  
 Wheelbase (in.) ..... 105  
 Weight (lb.) ..... 3,535  
 % weight front/rear ... 58/42  
**Cargo measurement**  
 Max. load (lb.) ..... 900  
 Cargo volume, cu.ft. ... 37.0  
 Towing capacity (lb.) ... 1,500

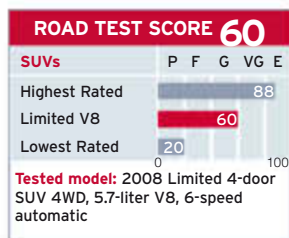
#### Fuel

Regular  
 EPA city/hwy, mpg ... 22/29

## Toyota Sequoia



The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 paired to a six-speed automatic. This combination returned 15 mpg overall in our tests. Rear- and selectable full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure, and the independent rear suspension allows the third-row seat to fold into a well, improving cargo space. The power-retractable rear window is another nice touch. It's a high step-in to get into the cabin, but once inside passengers will find the interior very roomy. Reliability has been above average, but the Sequoia scores too low in our testing to recommend.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$44,395-\$64,320  
**Body styles:** 4-door SUV  
**Trim lines:** SR5, Limited, Platinum  
**Drive wheels:** Rear or selectable 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 5.7-liter V8 (381 hp)  
**Transmissions:** 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 205  
 Width (in.) ..... 80  
 Height (in.) ..... 75  
 Wheelbase (in.) ..... 122  
 Weight (lb.) ..... 6,025  
 % weight front/rear . . . 51/49  
**Cargo measurement**  
 Max. load (lb.) ..... 1,230  
 Cargo volume, cu.ft. . . . 61.0  
 Towing capacity (lb.) . . 7,300

#### Fuel

Regular  
 EPA city/hwy, mpg . . . 13/17

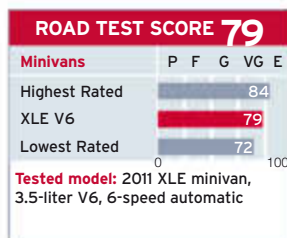
### RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Sequoia											
	05	06	07	08	09	10	11	12	13	14		
Engine Major	○	●	●	●	●	●	●	●	●	●	★	
Engine Minor	●	●	●	●	●	●	●	●	●	●	★	
Engine Cooling	●	●	○	●	●	●	●	●	●	●	★	
Trans. Major	●	●	●	●	●	●	●	●	●	●	★	
Trans. Minor	●	●	●	●	●	●	●	●	●	●	★	
Drive System	●	○	○	○	●	●	●	●	●	●	★	
Fuel System	○	●	●	●	●	●	●	●	●	●	★	
Electrical	●	●	●	●	●	●	●	●	●	●	★	
Climate System	●	●	●	●	●	●	●	●	●	●	★	
Suspension	●	●	●	●	●	●	●	●	●	●	★	
Brakes	○	○	○	○	○	○	○	○	○	○	★	
Exhaust	●	●	●	●	●	●	●	●	●	●	★	
Paint/Trim	○	●	●	●	●	○	○	○	○	○	★	
Body Integrity	●	●	○	○	○	○	○	○	○	○	★	
Body Hardware	●	●	●	●	●	○	○	○	○	○	★	
Power equip.	●	●	○	○	○	○	○	○	○	○	★	
Audio System	●	●	○	○	○	○	○	○	○	○	★	
USED CAR VERDICTS	○	○	○	○	○	○	○	○	○	○	★	
NEW CAR PREDICTION	Better than average ●											

## Toyota Sienna



The Sienna is a sensible choice, but in some ways it isn't as nice as the previous generation. Interior fit and finish is mediocre, and the cabin is a bit noisy. The Sienna rides very comfortably, but handling is lackluster. The 3.5-liter V6 is lively and returns a respectable 20 mpg. The all-wheel-drive version sacrifices just 1 mpg—and it's the only minivan on the market that offers an AWD. An eighth seat cleverly stores in the back when it isn't installed in the center of the middle row. The Sienna receives a number of interior and exterior styling updates for 2015. Reliability has been above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	○
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$28,600-\$46,150  
**Body styles:** minivan  
**Trim lines:** L, LE, SE, XLE, XLE AWD, Limited  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.5-liter V6 (266 hp)  
**Transmissions:** 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Toyota Sienna (FWD)											
	05	06	07	08	09	10	11	12	13	14		
Engine Major	○	○	○	○	○	○	○	○	○	○	○	
Engine Minor	○	○	○	○	○	○	○	○	○	○	○	
Engine Cooling	○	○	○	○	○	○	○	○	○	○	○	
Trans. Major	○	○	○	○	○	○	○	○	○	○	○	
Trans. Minor	○	○	○	○	○	○	○	○	○	○	○	
Drive System	○	○	○	○	○	○	○	○	○	○	○	
Fuel System	○	○	○	○	○	○	○	○	○	○	○	
Electrical	○	○	○	○	○	○	○	○	○	○	○	
Climate System	○	○	○	○	○	○	○	○	○	○	○	
Suspension	○	○	○	○	○	○	○	○	○	○	○	
Brakes	○	○	○	○	○	○	○	○	○	○	○	
Exhaust	○	○	○	○	○	○	○	○	○	○	○	
Paint/Trim	○	○	○	○	○	○	○	○	○	○	○	
Body Integrity	○	○	○	○	○	○	○	○	○	○	○	
Body Hardware	○	○	○	○	○	○	○	○	○	○	○	
Power equip.	○	○	○	○	○	○	○	○	○	○	○	
Audio System	○	○	○	○	○	○	○	○	○	○	○	
USED CAR VERDICTS	○	○	○	○	○	○	○	○	○	○	○	
NEW CAR PREDICTION	Much better than average ●											

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 200  
 Width (in.) ..... 78  
 Height (in.) ..... 69  
 Wheelbase (in.) ..... 119  
 Weight (lb.) ..... 4,445  
 % weight front/rear . . . 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 1,390  
 Cargo volume, cu.ft. . . . 70.5  
 Towing capacity (lb.) . . 3,500

#### Fuel

Regular  
 EPA city/hwy, mpg . . . 18/25



# Toyota Tacoma



**T**he Tacoma remains a workhorse compact pickup. Fuel economy is competitive, but clumsy handling makes it a chore to drive long distances. The 4.0-liter V6 provides strong performance but is noisy. However, the Tacoma's incessantly jiggly ride grows fatiguing and it's particularly stiff with the TRD suspension package. The cabin's high floor and low roof makes access tricky and the driving position is too low and uncomfortable. Towing and off-road capabilities are impressive. The Tacoma has been reliable, but it scores too low in our testing to be recommended.

**ROAD TEST SCORE** **49**

Pickups	P	F	G	VG	E
Highest Rated					82
crew cab V6					49
Lowest Rated					49

**Tested model:** 2012 Base crew cab 4WD, 4.0-liter V6, 5-speed automatic

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	◐
OWNER SATISFACTION	◑
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$20,765-\$37,415

**Body styles:** regular cab;

extended cab; crew cab

**Trim lines:** Base, PreRunner, V6, TRD Pro

**Drive wheels:** Rear or part-time 4WD

**Seating:** 2 front, 3 rear

**Engines:** 2.7-liter 4 (159 hp); 4.0-liter V6 (236 hp)

**Transmissions:** 5-speed manual; 6-speed manual; 4-speed automatic; 5-speed automatic

RELIABILITY HISTORY													
TROUBLE SPOTS	Toyota Tacoma (V6, 4WD)												
	05	06	07	08	09	10	11	12	13	14			
Engine Major													
Engine Minor													
Engine Cooling													
Trans. Major													
Trans. Minor													
Drive System													
Fuel System													
Electrical													
Climate System													
Suspension													
Brakes													
Exhaust													
Paint/Trim													
Body Integrity													
Body Hardware													
Power equip.													
Audio System													
USED CAR VERDICTS													
NEW CAR PREDICTION	Average												

# Toyota Tundra








The Tundra offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride with the TRD package is too stiff. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. A 2014 freshening brought exterior and interior updates, including improved controls. The damped rear tailgate is a nice touch. Reliability has been above average, but it scores too low in our testing to be recommended.

**ROAD TEST SCORE** **63**

Pickups	P	F	G	VG	E
Highest Rated	82				
SR5 V8	63				
Lowest Rated	49				

**Tested model:** 2007 SR5 crew cab 4WD, 5.7-liter V8, 6-speed automatic

REPORT CARD	
PREDICTED RELIABILITY	
OWNER COST	
OWNER SATISFACTION	
ACCIDENT AVOIDANCE	
FUEL ECONOMY	

**Base price:** \$29,020-\$47,875

**Body styles:** regular cab;

**Trim lines:** SR, SR5, Limited, Platinum, 1794 Edition

**Drive wheels:** Rear or part-time 4WD

**Seating:** 2 front, 3 rear

**Engines:** 4.6-liter V8 (310 hp); 5.7-liter V8 (381 hp)

**Transmissions:** 6-speed automatic

RELIABILITY HISTORY													
TROUBLE SPOTS	Toyota Tundra (V8, 4WD)												
	05	06	07	08	09	10	11	12	13	14	15	16	17
Engine Major	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Engine Minor	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Engine Cooling	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Trans. Major	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Trans. Minor	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Drive System	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Fuel System	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Electrical	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Climate System	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Suspension	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Brakes	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Exhaust	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Paint/Trim	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Body Integrity	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Body Hardware	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Power equip.	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
Audio System	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
USED CAR VERDICTS	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤	⬤
NEW CAR PREDICTION	Better than average										⬤	⬤	⬤

## FACTS & FIGURES

### Exterior dimensions

Length (in.) ..... 229  
Width (in.) ..... 80  
Height (in.) ..... 76  
Wheelbase (in.) ..... 146  
Weight (lb.) ..... 5,740  
% weight front/rear .. 58/42

### Cargo measurement

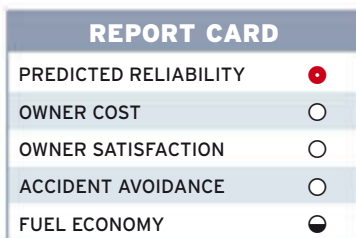
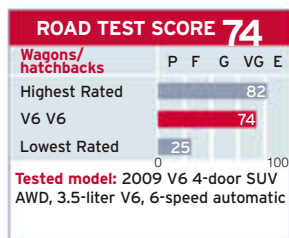
Max. load (lb.) . . . . . 1,395  
Cargo volume, cu.ft. . . . . NA  
Towing capacity (lb.). . . 9,700

**Fuel**  
Regular  
EPA city/hwy, mpg . . . . 13/17

## Toyota Venza



**B**ased on the previous-generation Highlander, the Venza is a combination of a traditional wagon and an SUV. Assets include easy cabin access, a quiet interior, and a roomy rear seat. The rear hatch and large cargo floor aid cargo flexibility. The strong 268-hp, 3.5-liter V6 engine gets 20 mpg overall. Handling is secure, but the steering is short on feedback and the ride is stiff. All-wheel drive is available. The styling impairs visibility. Starting in 2015, a rear-view camera is standard on all trim lines. But unless you get the optional navigation system, the camera's image is relegated to a very small dashboard screen.



**Base price:** \$28,915-\$39,790  
**Body styles:** 4-door SUV  
**Trim lines:** LE, XLE, Limited  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.7-liter 4 (181 hp); 3.5-liter V6 (268 hp)  
**Transmissions:** 6-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Toyota Venza (V6)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ●
Drive System	○ ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ●
Suspension	○ ○ ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 189  
 Width (in.) ..... 75  
 Height (in.) ..... 63  
 Wheelbase (in.) ..... 109  
 Weight (lb.) ..... 4,125  
 % weight front/rear .. 57/43  
**Cargo measurement**  
 Max. load (lb.) ..... 825  
 Cargo volume, cu.ft. .... 33.0  
 Towing capacity (lb.)... 3,500

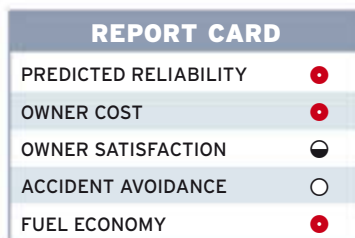
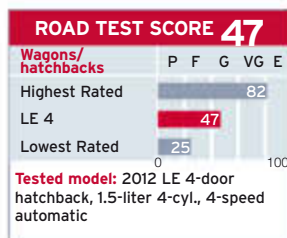
#### Fuel

Regular  
 EPA city/hwy, mpg ... 18/25

## Toyota Yaris



**T**he updated 2015 Yaris is available as a two- or four-door hatchback. Toyota claims it has improved the ride and added more sound insulation, but we found the changes to have minimal impact. The Yaris is still a slow, loud, tinny box with a very awkward driving position. A 1.5-liter, four-cylinder is the sole engine. A five-speed manual is standard; an outdated four-speed automatic is optional. The Yaris we previously tested returned 32 mpg overall, and EPA fuel economy remains unchanged for 2015. It comes with the Entune system with a 6.1-inch touchscreen, and a dealer-installed navigation system is available. Reliability has been well above average.



**Base price:** \$14,845-\$17,620  
**Body styles:** 2-door hatchback; 4-door hatchback  
**Trim lines:** L, LE, SE  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 4 (106 hp)  
**Transmissions:** 5-speed manual; 4-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Toyota Yaris
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ●
Engine Minor	○ ○ ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ●
Body Integrity	○ ○ ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Much better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 154  
 Width (in.) ..... 67  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 99  
 Weight (lb.) ..... 2,385  
 % weight front/rear .. 62/38  
**Cargo measurement**  
 Max. load (lb.) ..... 845  
 Cargo volume, cu.ft. .... 16.0  
 Towing capacity (lb.)... NR

#### Fuel

Regular  
 EPA city/hwy, mpg ... 30/36

## Volkswagen Beetle



The Beetle is roomier than the previous-generation car and drives decently, but VW skipped on a few details. While the ride is compliant, it's a bit unsettled. Handling is responsive but not sporty, and can get sloppy in demanding conditions. The five-cylinder engine delivered enough thrust but sounded gruff and unrefined. We got a less-than-stellar 26 mpg overall with the five-speed manual. A new 1.8-liter turbo four-cylinder replaces the 2.5-liter engine. You can also get an efficient turbodiesel. Wind noise is excessive, rear visibility is limited, and the long clutch-pedal travel and wide center console compromise the driving position. A convertible is also available.



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	NA
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$20,195-\$31,625  
**Body styles:** 2-door hatchback; convertible  
**Trim lines:** 1.8T, TDI, R  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbodiesel (150 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (210 hp)  
**Transmissions:** 6-speed sequential; 5-speed manual; 6-speed manual; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 168  
 Width (in.) ..... 71  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 100  
 Weight (lb.) ..... 3,040  
 % weight front/rear . . . 63/37  
**Cargo measurement**  
 Max. load (lb.) ..... 820  
 Cargo volume, cu.ft. .... 11.0  
 Towing capacity (lb.) .... NR

#### Fuel

Regular, diesel, or premium  
 EPA city/hwy, mpg . . . 25/33

### RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Beetle, New Beetle (turbo)												
	05	06	07	08	09	10	11	12	13	14			
Engine Major	★							● ● ★					
Engine Minor	★							● ● ★					
Engine Cooling	★							● ● ★					
Trans. Major	★							● ● ★					
Trans. Minor	★							● ● ★					
Drive System	★							● ● ★					
Fuel System	★							● ● ★					
Electrical	★							● ● ★					
Climate System	★							● ● ★					
Suspension	★							● ● ★					
Brakes	★							● ● ★					
Exhaust	★							● ● ★					
Paint/Trim	★							● ● ★					
Body Integrity	★							● ● ★					
Body Hardware	★							● ● ★					
Power equip.	★							● ● ★					
Audio System	★							● ● ★					
USED CAR VERDICTS	★							● ● ★					
NEW CAR PREDICTION								NA					

## Volkswagen CC



Style trumps function in the CC, bringing a snug interior, compromised visibility, and difficult cabin access. But the CC is enjoyable to drive, with agile and responsive handling and a taut, composed ride. The 200-hp, 2.0-liter turbocharged four-cylinder is strong and returns 26 mpg overall with the six-speed automated manual transmission. A stronger 280-hp, 3.6-liter V6 and AWD are optional. The interior is very well-finished, with comfortable seats up front and, in a pinch, rear seating for three. Some features, like a sunroof and rear-view camera, are only available on higher-trim models. Reliability has been well below average.

### ROAD TEST SCORE 78

Sedans	P	F	G	VG	E
Highest Rated					99
Sport 4				78	
Lowest Rated				44	

**Tested model:** 2013 Sport sedan, 2.0-liter 4-cyl. turbo, 6-speed sequential

### REPORT CARD

PREDICTED RELIABILITY	●
OWNER COST	○
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$31,795-\$42,895

**Body styles:** sedan

**Trim lines:** Sport, R-Line, Executive, V6 Executive

**Drive wheels:** Front or AWD

**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (200 hp); 3.6-liter V6 (280 hp)

**Transmissions:** 6-speed sequential; 6-speed manual; 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen CC												
	05	06	07	08	09	10	11	12	13	14			
Engine Major						● ● ★	● ● ★						
Engine Minor						○ ● ★	● ● ★						
Engine Cooling						○ ○ ★	● ● ★						
Trans. Major						● ● ★	● ● ★						
Trans. Minor						● ● ★	● ● ★						
Drive System						● ● ★	● ● ★						
Fuel System						● ● ★	● ● ★						
Electrical						● ● ★	● ● ★						
Climate System						● ● ★	● ● ★						
Suspension						○ ○ ★	● ● ★						
Brakes						● ● ★	● ● ★						
Exhaust						● ● ★	● ● ★						
Paint/Trim						○ ○ ★	● ● ★						
Body Integrity						● ● ★	● ● ★						
Body Hardware						○ ○ ★	● ● ★						
Power equip.						● ● ★	● ● ★						
Audio System						● ● ★	● ● ★						
USED CAR VERDICTS						● ● ★	● ● ★						
NEW CAR PREDICTION						●	●						

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 189  
 Width (in.) ..... 73  
 Height (in.) ..... 56  
 Wheelbase (in.) ..... 107  
 Weight (lb.) ..... 3,420  
 % weight front/rear . . . 59/41  
**Cargo measurement**  
 Max. load (lb.) ..... 925  
 Cargo volume, cu.ft. .... 13.0  
 Towing capacity (lb.) . . 2,000

#### Fuel

Premium  
 EPA city/hwy, mpg . . . 22/31



## Volkswagen Eos



**T**his four-seater convertible rides comfortably and handles with agility. Its folding metal hardtop includes a clever sunroof setting. Open-top motoring is relatively free of wind buffeting. Interior fit and finish are impressive, and the seats are comfortable. Wind noise is pronounced with the top up. Power comes from a vigorous 2.0-liter, turbo four-cylinder, which delivers a good 25 mpg overall. The automated manual transmission is smooth and shifts quickly. This year is the final run for the Eos. Reliability has been average.

ROAD TEST SCORE <b>72</b>				
Convertibles	P	F	G	VG E
Highest Rated				98
Lux 4				72
Lowest Rated				55
Tested model: 2008 Lux convertible, 2.0-liter 4-cyl. turbo, 6-speed sequential				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	○
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$35,795-\$42,335  
**Body styles:** convertible  
**Trim lines:** Komfort, Final Edition, Executive  
**Drive wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbo (200 hp)  
**Transmissions:** 6-speed sequential

RELIABILITY HISTORY	
TROUBLE SPOTS	Volkswagen Eos
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	○ ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 174  
 Width (in.) ..... 71  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 102  
 Weight (lb.) ..... 3,580  
 % weight front/rear .. 58/42  
**Cargo measurement**  
 Max. load (lb.) ..... 885  
 Cargo volume, cu.ft. .... 11.0  
 Towing capacity (lb.) ... 1,500

#### Fuel

Premium  
 EPA city/hwy, mpg ... 22/30

## Volkswagen GTI



**T**he redesigned GTI uses a 210-hp, 2.0-liter turbo, driving through either a six-speed manual or six-speed dual-clutch automatic transmission. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive, with a taut ride that won't beat you up. Handling is agile and throttle response is immediate. Inside is a high-quality, quiet, and civilized interior with comfortable seats. That all adds up a sporty car that doesn't wear on your patience during a long drive. The infotainment system includes 3D navigation, an easy-to-use touchscreen, and handy system shortcuts through the steering-wheel controls.

ROAD TEST SCORE <b>82</b>				
Sporty cars	P	F	G	VG E
Highest Rated				98
Autobahn 4				82
Lowest Rated				55
Tested model: 2015 Autobahn 4-door hatchback, 2.0-liter 4-cyl. turbo, 6-speed manual				

REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$24,395-\$30,695  
**Body styles:** 2-door hatchback; 4-door hatchback  
**Trim lines:** S, SE, Autobahn  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (210 hp); 2.0-liter 4 turbo (220 hp)  
**Transmissions:** 6-speed sequential; 6-speed manual

RELIABILITY HISTORY	
TROUBLE SPOTS	Volkswagen GTI
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ● ● ● ● ●
Engine Minor	● ● ● ● ● ● ● ● ● ●
Engine Cooling	● ● ● ● ● ● ● ● ● ●
Trans. Major	● ● ● ● ● ● ● ● ● ●
Trans. Minor	● ● ● ● ● ● ● ● ● ●
Drive System	● ● ● ● ● ● ● ● ● ●
Fuel System	● ● ● ● ● ● ● ● ● ●
Electrical	● ● ● ● ● ● ● ● ● ●
Climate System	● ● ● ● ● ● ● ● ● ●
Suspension	● ● ● ● ● ● ● ● ● ●
Brakes	● ● ● ● ● ● ● ● ● ●
Exhaust	● ● ● ● ● ● ● ● ● ●
Paint/Trim	● ● ● ● ● ● ● ● ● ●
Body Integrity	● ● ● ● ● ● ● ● ● ●
Body Hardware	● ● ● ● ● ● ● ● ● ●
Power equip.	● ● ● ● ● ● ● ● ● ●
Audio System	● ● ● ● ● ● ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ● ● ● ● ●
NEW CAR PREDICTION	New

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 166  
 Width (in.) ..... 70  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 102  
 Weight (lb.) ..... 3,155  
 % weight front/rear .. 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 1,045  
 Cargo volume, cu.ft. ... 24.0  
 Towing capacity (lb.) ... NR

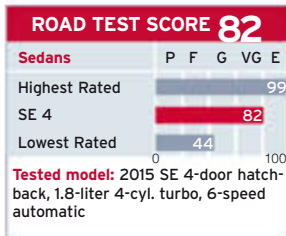
#### Fuel

Premium  
 EPA city/hwy, mpg ... 25/34

## Volkswagen Golf



The redesigned Golf is slightly larger, yet lower and lighter than the previous model. A new 1.8-liter turbo four-cylinder is the base engine. It's a responsive engine that doesn't need to be revved much. In tests our Golf returned 28 mpg with the six-speed automatic. A five-speed manual is also available. The Golf TDI gets an all-new 150-hp, 2.0-liter diesel engine mated to a six-speed manual or six-speed dual-clutch automatic. We found the ride comfortable and handling responsive enjoyable. The cabin has a solid, upscale feel that puts larger, more-costly cars to shame. The new Infotainment system is comprehensive and easy to use.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$18,995-\$29,095  
**Body styles:** 2-door hatchback; 4-door hatchback  
**Trim lines:** 1.8T, S, SE, SEL, TDI S, TDI SE, TDI SEL, R  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbodiesel (150 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (292 hp)  
**Transmissions:** 6-speed sequential; 5-speed manual; 6-speed manual; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 168  
 Width (in.) ..... 71  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,090  
 % weight front/rear ... 60/40  
**Cargo measurement**  
 Max. load (lb.) ..... 1,005  
 Cargo volume, cu.ft. ... 24.0  
 Towing capacity (lb.) ... NR

#### Fuel

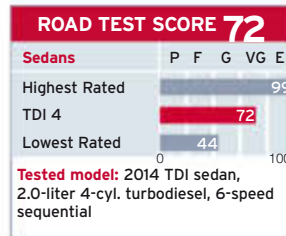
Regular, diesel, or premium  
 EPA city/hwy, mpg ... 25/36

RELIABILITY HISTORY	
TROUBLE SPOTS	Volkswagen Golf, Rabbit
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ● ● ● ● ● ● ★
Engine Minor	★ ★ ○ ○ ○ ● ○ ● ● ★
Engine Cooling	★ ★ ● ● ● ● ● ● ● ★
Trans. Major	★ ★ ● ● ● ● ● ● ● ★
Trans. Minor	★ ★ ● ● ○ ● ● ● ● ★
Drive System	★ ★ ● ● ● ● ● ● ● ★
Fuel System	★ ★ ● ● ● ● ● ○ ● ★
Electrical	★ ★ ● ● ○ ● ○ ● ● ★
Climate System	★ ★ ● ● ● ● ● ● ● ★
Suspension	★ ★ ● ● ● ● ○ ● ● ★
Brakes	★ ★ ● ● ● ● ● ● ● ★
Exhaust	★ ★ ● ● ● ○ ● ● ● ★
Paint/Trim	★ ★ ○ ● ● ● ● ● ● ★
Body Integrity	★ ★ ● ● ○ ● ○ ○ ● ★
Body Hardware	★ ★ ○ ● ● ○ ○ ● ● ★
Power equip.	★ ★ ○ ○ ● ● ● ● ● ★
Audio System	★ ★ ● ● ● ● ○ ○ ● ★
USED CAR VERDICTS	★ ★ ● ● ● ● ● ● ★
NEW CAR PREDICTION	New

## Volkswagen Jetta



A little bigger than most compact sedans, the Jetta is a roomy, comfortable, and practical choice. The new 1.8-liter turbo-charged four-cylinder is smooth and flexible and returns an excellent 30 mpg. But skip the anemic base 2.0-liter engine. The diesel gets great mileage at 34 mpg overall. The Jetta Hybrid is a smooth and capable full hybrid that gets 37 mpg overall. Its 1.4-liter turbo engine and seven-speed automated manual work seamlessly. Revisions to the steering and suspension give the Jetta improved agility and a steady ride. Diesel versions are recommended, with average reliability; but the 1.8T has well below average reliability.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	○
FUEL ECONOMY	●

**Base price:** \$16,215-\$31,670  
**Body styles:** sedan  
**Trim lines:** S, SE, Sport, SEL, TDI, Hybrid SEL  
**Drive wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (115 hp); 2.0-liter 4 turbodiesel (150 hp); 1.4-liter 4 hybrid (170 hp); 1.8-liter 4 turbo (170 hp)  
**Transmissions:** 6-speed sequential; 7-speed sequential; 5-speed manual; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 70  
 Height (in.) ..... 57  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,225  
 % weight front/rear ... 61/39  
**Cargo measurement**  
 Max. load (lb.) ..... 1,070  
 Cargo volume, cu.ft. ... 16.0  
 Towing capacity (lb.) ... 1,000

#### Fuel

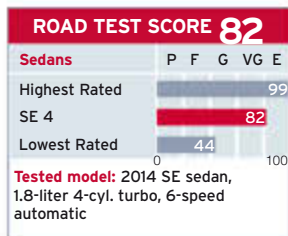
Regular, diesel, or premium  
 EPA city/hwy, mpg ... 31/45

RELIABILITY HISTORY	
TROUBLE SPOTS	Volkswagen Jetta Sedan TDI
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ● ● ● ● ● ● ● ●
Engine Minor	★ ○ ● ● ● ● ● ● ●
Engine Cooling	★ ● ● ● ● ● ● ● ●
Trans. Major	★ ● ● ● ● ● ● ● ●
Trans. Minor	★ ○ ○ ● ● ● ● ● ●
Drive System	★ ● ● ● ● ● ● ● ●
Fuel System	★ ● ● ● ● ● ● ● ●
Electrical	★ ○ ○ ● ● ● ● ● ●
Climate System	★ ● ○ ● ● ● ● ● ●
Suspension	★ ● ● ● ● ● ● ● ●
Brakes	★ ● ● ● ● ● ● ● ○
Exhaust	★ ● ● ● ● ● ● ● ●
Paint/Trim	★ ● ● ● ● ● ● ● ●
Body Integrity	★ ● ● ● ● ● ● ● ○
Body Hardware	★ ○ ● ● ● ● ● ● ●
Power equip.	★ ● ● ● ● ● ● ● ●
Audio System	★ ● ○ ● ● ● ● ● ●
USED CAR VERDICTS	★ ○ ○ ○ ○ ○ ○ ○ ○
NEW CAR PREDICTION	Average ○

## Volkswagen Passat



The midsize Passat sedan has a lot going for it, including ample interior space, responsive handling, and a comfortable, quiet ride. The primary powertrain is an energetic 1.8-liter turbo four-cylinder and a six-speed automatic. High-end versions use a powerful 3.6-liter V6. The 1.8 averaged a very good 28 mpg overall and 39 on the highway. The diesel feels quick on takeoff and got 37 mpg overall but acceleration is fairly slow. Front seats are accommodating but very firm. Extra-spacious rear seats are a big plus, and the trunk is huge, but fit and finish isn't impressive. Reliability of the diesel version has been average; the 1.8T is well above average.



REPORT CARD	
PREDICTED RELIABILITY	●
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$21,120-\$35,660

**Body styles:** sedan

**Trim lines:** S, Wolfsburg, SE, 1.8T Sport, TDI SE, SEL Premium, TDI SEL Premium

**Drive wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 2.0-liter 4 turbodiesel (150 hp); 1.8-liter 4 turbo (170 hp); 3.6-liter V6 (280 hp)

**Transmissions:** 6-speed sequential; 5-speed manual; 6-speed manual; 6-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	59
Wheelbase (in.)	110
Weight (lb.)	3,320
% weight front/rear	59/41

#### Cargo measurement

Max. load (lb.)	1,115
Cargo volume, cu.ft.	16.0
Towing capacity (lb.)	1,000

#### Fuel

Regular, diesel, or premium EPA city/hwy, mpg	24/35
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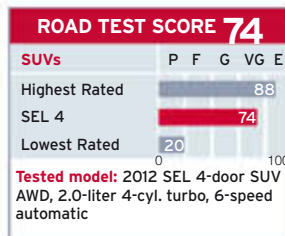
### RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Passat (4-cyl.)													
	05	06	07	08	09	10	11	12	13	14				
Engine Major	★	●	●	●	●	○				●				
Engine Minor	★	●	●	●	●	●				●				
Engine Cooling	★	●	●	○	○	●				●				
Trans. Major	★	●	○	●	○	○				●				
Trans. Minor	★	●	○	○	○	○				●				
Drive System	★	●	○	○	○	●				●				
Fuel System	★	●	●	●	●	●				●				
Electrical	★	○	●	●	○	○				●				
Climate System	★	●	●	●	●	●				●				
Suspension	★	○	○	○	○	○				●				
Brakes	★	○	○	○	○	○				●				
Exhaust	★	●	●	●	●	●				●				
Paint/Trim	★	●	○	○	○	○				●				
Body Integrity	★	○	○	○	○	○				●				
Body Hardware	★	○	○	○	○	○				●				
Power equip.	★	●	●	●	○	○				●				
Audio System	★	○	○	○	○	○				●				
USED CAR VERDICTS	★	●	●	○	○	○				●				
NEW CAR PREDICTION	Much better than average ●													

## Volkswagen Tiguan



The Tiguan is a solid and agile small SUV. Pluses include high-end fit and finish and spacious rear seating. Handling is very responsive and enjoyable, with sharp steering that contributes to the Tiguan staying secure and unflappable at its limits. With its 19-inch tires the SEL rides stiffly. The lower S and SE trimlines, with 17-inch tires, ride more comfortably and quietly. But they lack the a power driver seat and automatic climate controls. The 2.0-liter, turbo four-cylinder engine is smooth and purposeful and yielded 21 mpg overall in our tests. A well-equipped Tiguan can easily climb into the mid-\$30,000 range. Reliability has been average.



REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$25,995-\$39,235

**Body styles:** 4-door SUV

**Trim lines:** S, SE, SEL, R-Line

**Drive wheels:** Front or AWD

**Seating:** 2 front, 3 rear

**Engines:** 2.0-liter 4 turbo (200 hp)

**Transmissions:** 6-speed manual; 6-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Volkswagen Tiguan													
	05	06	07	08	09	10	11	12	13	14				
Engine Major				●	●	○	●	●	●	●				
Engine Minor				●	●	○	○	○	○	○				
Engine Cooling				●	○	○	○	○	○	○				
Trans. Major				○	○	○	○	○	○	○				
Trans. Minor				○	○	○	○	○	○	○				
Drive System				●	○	○	○	○	○	○				
Fuel System				●	●	●	●	○	○	○				
Electrical				●	○	○	○	○	○	○				
Climate System				○	○	○	○	○	○	○				
Suspension				○	○	○	○	○	○	○				
Brakes				○	○	○	○	○	○	○				
Exhaust				○	○	○	○	○	○	○				
Paint/Trim				○	○	○	○	○	○	○				
Body Integrity				○	○	○	○	○	○	○				
Body Hardware				○	○	○	○	○	○	○				
Power equip.				○	○	○	○	○	○	○				
Audio System				○	○	○	○	○	○	○				
USED CAR VERDICTS				○	○	○	○	○	○	○				
NEW CAR PREDICTION	Average ○													

### FACTS & FIGURES

#### Exterior dimensions

Length (in.)	174
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	103
Weight (lb.)	3,785
% weight front/rear	57/43

#### Cargo measurement

Max. load (lb.)	1,145
Cargo volume, cu.ft.	30.0
Towing capacity (lb.)	2,200

#### Fuel

Premium EPA city/hwy, mpg	20/26
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## Volkswagen Touareg



The Touareg is an agile, solid, well-finished SUV with comfortable seats and a plush interior. The V6 turbodiesel, mated to an eight-speed automatic transmission, pulls effortlessly and returned 24 mpg overall in our tests. Its towing capacity is generous. The low-speed ride is overly firm, but it's steady on the highway. At its handling limits, some body lean is evident. The cabin is quiet and access is easy, but our nearly-\$50,000 Touareg lacked some common luxury features, such as a sunroof. The hybrid is the top-of-the-line version. It is quick and shuts off the engine when coasting, even at highway speeds. Reliability has improved to average.

ROAD TEST SCORE <b>79</b>				
SUVs	P	F	G	VG E
Highest Rated				88
TDI V6				79
Lowest Rated	20			100
Tested model: 2011 TDI 4-door SUV AWD, 3.0-liter V6 turbodiesel, 8-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	○

**Base price:** \$43,995-\$64,170  
**Body styles:** 4-door SUV  
**Trim lines:** V6, TDI, Hybrid  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (280 hp); 3.0-liter V6 hybrid (380 hp)  
**Transmissions:** 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Volkswagen Touareg
	05 06 07 08 09 10 11 12 13 14
Engine Major	★ ★ ★ ★ ★ ● ● ★
Engine Minor	★ ★ ★ ★ ★ ● ● ★
Engine Cooling	★ ★ ★ ★ ★ ● ● ★
Trans. Major	★ ★ ★ ★ ★ ● ● ★
Trans. Minor	★ ★ ★ ★ ★ ● ● ★
Drive System	★ ★ ★ ★ ★ ● ● ★
Fuel System	★ ★ ★ ★ ★ ● ● ★
Electrical	★ ★ ★ ★ ★ ● ● ★
Climate System	★ ★ ★ ★ ★ ● ● ★
Suspension	★ ★ ★ ★ ★ ● ● ★
Brakes	★ ★ ★ ★ ★ ● ● ★
Exhaust	★ ★ ★ ★ ★ ● ● ★
Paint/Trim	★ ★ ★ ★ ★ ● ● ★
Body Integrity	★ ★ ★ ★ ★ ● ● ★
Body Hardware	★ ★ ★ ★ ★ ● ● ★
Power equip.	★ ★ ★ ★ ★ ● ● ★
Audio System	★ ★ ★ ★ ★ ● ● ★
USED CAR VERDICTS	★ ★ ★ ★ ★ ● ● ★
NEW CAR PREDICTION	Average ○

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 189  
 Width (in.) ..... 76  
 Height (in.) ..... 67  
 Wheelbase (in.) ..... 114  
 Weight (lb.) ..... 5,060  
 % weight front/rear ... 53/47  
**Cargo measurement**  
 Max. load (lb.) ..... 1,105  
 Cargo volume, cu.ft. ... 34.5  
 Towing capacity (lb.) ... 7,700

#### Fuel

Diesel or premium  
 EPA city/hwy, mpg ... 20/29

## Volvo S60



The redesigned S60 sedan offers agile handling, a taut and steady ride, and a suite of advanced safety systems. A smooth and refined turbo four-cylinder mated to an eight speed automatic are new for 2015, and bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet, well finished, and nicely laid out, and the front seats are very comfortable. But the rear remains tight, and the trunk is small. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional sensor system that intervenes to avoid hitting a pedestrian. A V60 wagon version is available.

ROAD TEST SCORE <b>80</b>				
Sedans	P	F	G	VG E
Highest Rated				99
T5 Drive-E 4				80
Lowest Rated	44			100
Tested model: 2015 T5 Drive-E sedan, 2.0-liter 4-cyl. turbo, 8-speed automatic				

REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	○
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$33,750-\$46,950  
**Body styles:** sedan  
**Trim lines:** T5 Drive-E, T5, T6 Drive-E, T6 R-Design  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 2.5-liter 5 turbo (250 hp); 2.0-liter 4 turbo (302 hp); 3.0-liter 6 turbo (325 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY	
TROUBLE SPOTS	Volvo S60 (5-cyl., 6-cyl.)
	05 06 07 08 09 10 11 12 13 14
Engine Major	● ● ● ● ● ★ ● ● ● ●
Engine Minor	● ● ● ● ● ★ ● ● ● ●
Engine Cooling	● ● ● ● ● ★ ● ● ● ●
Trans. Major	○ ● ● ● ● ★ ● ● ● ●
Trans. Minor	● ● ● ● ● ★ ● ● ● ●
Drive System	○ ○ ○ ● ● ★ ● ● ● ●
Fuel System	● ● ● ● ● ★ ● ● ● ●
Electrical	● ● ● ● ● ★ ● ● ● ●
Climate System	● ● ● ● ● ★ ● ● ● ●
Suspension	○ ● ● ● ● ★ ● ● ● ●
Brakes	○ ○ ○ ● ● ★ ● ● ● ●
Exhaust	● ● ● ● ● ★ ● ● ● ●
Paint/Trim	● ● ● ● ● ★ ● ● ● ●
Body Integrity	● ● ● ● ● ★ ● ● ● ●
Body Hardware	● ● ● ● ● ★ ● ● ● ●
Power equip.	● ● ● ● ● ★ ● ● ● ●
Audio System	○ ● ● ● ● ★ ● ● ● ●
USED CAR VERDICTS	● ● ● ● ● ★ ● ● ● ●
NEW CAR PREDICTION	Better than average ●

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 73  
 Height (in.) ..... 58  
 Wheelbase (in.) ..... 109  
 Weight (lb.) ..... 3,610  
 % weight front/rear ... 62/38  
**Cargo measurement**  
 Max. load (lb.) ..... 1,025  
 Cargo volume, cu.ft. ... 12.0  
 Towing capacity (lb.) ... 3,500

#### Fuel

Regular  
 EPA city/hwy, mpg ... 25/37

## Volvo S80



While the S80 has some high points, it doesn't deliver the level of performance or luxury expected in this class. Front-wheel-drive versions get a 2.0-liter four-cylinder turbo engine with an eight-speed automatic transmission. A turbo six-cylinder with all-wheel drive is available. Handling is sound and predictable, but the ride feels a bit stiff. For a sedan of its size, rear seat room is cramped and rear access is compromised. The interior is well finished, and the front seats are comfortable. The optional blind-spot monitoring system works well. A collision-warning system is available. Other recent updates include exterior and interior styling changes.



### REPORT CARD

PREDICTED RELIABILITY	NA
OWNER COST	●
OWNER SATISFACTION	●
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$41,450-\$49,050  
**Body styles:** sedan  
**Trim lines:** T5 Drive-E, T6  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 191  
 Width (in.) ..... 73  
 Height (in.) ..... 59  
 Wheelbase (in.) ..... 112  
 Weight (lb.) ..... 3,850  
 % weight front/rear . . . 61/39  
**Cargo measurement**  
 Max. load (lb.) ..... 905  
 Cargo volume, cu.ft. . . . 15.0  
 Towing capacity (lb.) . . 3,500

#### Fuel

Regular or premium  
 EPA city/hwy, mpg . . . 19/28

### RELIABILITY HISTORY

TROUBLE SPOTS	Volvo S80													
	05	06	07	08	09	10	11	12	13	14				
Engine Major	●	★	●	★	●	★	★	★	★	★				
Engine Minor	●	★	○	●	★	○	★	★	★	★				
Engine Cooling	○	★	●	★	●	★	★	★	★	★				
Trans. Major	○	★	●	★	●	★	★	★	★	★				
Trans. Minor	●	★	●	★	●	★	★	★	★	★				
Drive System	○	★	○	●	★	●	★	★	★	★				
Fuel System	○	★	○	●	★	●	★	★	★	★				
Electrical	●	★	●	○	★	●	★	★	★	★				
Climate System	●	★	●	○	★	○	★	★	★	★				
Suspension	○	★	●	○	★	○	★	★	★	★				
Brakes	●	★	●	★	●	★	★	★	★	★				
Exhaust	●	★	●	★	●	★	★	★	★	★				
Paint/Trim	○	★	○	●	★	○	★	★	★	★				
Body Integrity	●	★	●	★	●	★	★	★	★	★				
Body Hardware	●	★	●	○	★	●	★	★	★	★				
Power equip.	○	★	○	★	○	★	★	★	★	★				
Audio System	●	★	○	●	★	●	★	★	★	★				
<b>USED CAR VERDICTS</b>	○	★	●	★	●	★	★	★	★	★				
<b>NEW CAR PREDICTION</b>	NA													

## Volvo XC60



A good choice in the upscale compact SUV class, the XC60 isn't as involving or sporty as the Audi Q5 or BMW X3. The ride is a little stiff, but handling is responsive and secure at its limits. The 3.0-liter, turbocharged six-cylinder performs well, but fuel economy is mediocre at 17 mpg overall. Turbocharged four-cylinder engines are new. Wind and road noise are well suppressed. The interior is nicely finished with high-quality materials. The seats are well-shaped and comfortable, but rear leg room is a bit tight. Lots of cutting-edge safety gear is available but opting for it can get fairly expensive.

### ROAD TEST SCORE 71

SUVs	P	F	G	V	E
Highest Rated					88
T6 6					71
Lowest Rated					20

**Tested model:** 2010 T6 4-door SUV AWD, 3.0-liter 6-cyl. turbo, 6-speed automatic

### REPORT CARD

PREDICTED RELIABILITY	○
OWNER COST	●
OWNER SATISFACTION	○
ACCIDENT AVOIDANCE	●
FUEL ECONOMY	●

**Base price:** \$36,200-\$50,750  
**Body styles:** 4-door SUV  
**Trim lines:** T5 Drive-E, T6  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 2.5-liter 5 turbo (250 hp); 3.0-liter 6 turbo (300 hp); 2.0-liter 4 turbo (302 hp); 3.0-liter 6 turbo (325 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

### RELIABILITY HISTORY

TROUBLE SPOTS	Volvo XC60													
	05	06	07	08	09	10	11	12	13	14				
Engine Major							○	●	●	●				
Engine Minor							○	●	●	●				
Engine Cooling							●	●	●	●				
Trans. Major							●	●	●	●				
Trans. Minor							●	●	●	●				
Drive System							●	●	●	●				
Fuel System							●	●	●	●				
Electrical							●	●	●	●				
Climate System							●	●	●	●				
Suspension							○	○	●	●				
Brakes							●	○	●	●				
Exhaust							●	●	●	●				
Paint/Trim							●	●	●	●				
Body Integrity							●	●	●	●				
Body Hardware							●	●	●	●				
Power equip.							●	●	●	●				
Audio System							●	○	○	●				
<b>USED CAR VERDICTS</b>							○	○	○	○				
<b>NEW CAR PREDICTION</b>	Average ○													

### FACTS & FIGURES

#### Exterior dimensions

Length (in.) ..... 182  
 Width (in.) ..... 74  
 Height (in.) ..... 67  
 Wheelbase (in.) ..... 109  
 Weight (lb.) ..... 4,275  
 % weight front/rear . . 58/42  
**Cargo measurement**  
 Max. load (lb.) ..... 950  
 Cargo volume, cu.ft. . . 32.5  
 Towing capacity (lb.) . . 3,500

#### Fuel

Regular  
 EPA city/hwy, mpg . . . 17/24

# Volvo XC70








**T**he XC70 is a wagon version of the S80 with a raised ride height. It features many of Volvo's safety features, including collision-avoidance systems and a blind-spot warning system that works well. The powertrain we tested was a pleasant 3.2-liter six-cylinder mated to a six-speed automatic, with available AWD, but it returns just 18 mpg overall. That engine has been replaced by a new turbocharged four-cylinder. A more powerful, turbocharged six comes with the T6 trim. The ride is fairly stiff but handling is secure. Inside, the cabin is quiet and nicely trimmed, and the seats are comfortable. Reliability has been average.

**ROAD TEST SCORE** **78**

Wagons/ hatchbacks	P	F	G	VG	E
Highest Rated					82
3.2 6					78
Lowest Rated	25				

0 100

**Tested model:** 2008 3.2 wagon AWD, 3.2-liter 6-cyl., 6-speed automatic

REPORT CARD	
PREDICTED RELIABILITY	
OWNER COST	
OWNER SATISFACTION	
ACCIDENT AVOIDANCE	
FUEL ECONOMY	

**Base price:** \$35,850-\$46,900  
**Body styles:** wagon  
**Trim lines:** T5 Drive-E, 3.2, T6  
**Drive wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.2-liter 6 (240 hp); 3.0-liter 6 turbo (300 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

RELIABILITY HISTORY													
TROUBLE SPOTS	Volvo XC70												
	05	06	07	08	09	10	11	12	13	14			
Engine Major	○	●	●	●	○	○	●	●	●	●	●	●	●
Engine Minor	○	○	○	○	○	○	○	○	○	○	○	○	○
Engine Cooling	○	●	○	○	○	○	○	○	○	○	○	○	○
Trans. Major	●	○	○	○	○	○	○	○	○	○	○	○	○
Trans. Minor	○	○	○	○	○	○	○	○	○	○	○	○	○
Drive System	○	○	○	○	○	○	○	○	○	○	○	○	○
Fuel System	○	○	○	○	○	○	○	○	○	○	○	○	○
Electrical	○	○	○	○	○	○	○	○	○	○	○	○	○
Climate System	○	○	○	○	○	○	○	○	○	○	○	○	○
Suspension	○	○	○	○	○	○	○	○	○	○	○	○	○
Brakes	○	○	○	○	○	○	○	○	○	○	○	○	○
Exhaust	○	○	○	○	○	○	○	○	○	○	○	○	○
Paint/Trim	○	○	○	○	○	○	○	○	○	○	○	○	○
Body Integrity	○	○	○	○	○	○	○	○	○	○	○	○	○
Body Hardware	○	○	○	○	○	○	○	○	○	○	○	○	○
Power equip.	○	○	○	○	○	○	○	○	○	○	○	○	○
Audio System	○	○	○	○	○	○	○	○	○	○	○	○	○
USED CAR VERDICTS	○	○	○	○	○	○	○	○	○	○	○	○	○
NEW CAR PREDICTION	Average ○												

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.) ..... 191  
Width (in.) ..... 74  
Height (in.) ..... 63  
Wheelbase (in.) ..... 111  
Weight (lb.) ..... 4,170  
% weight front/rear .. 58/42

**Cargo measurement**

Max. load (lb.) ..... 900  
Cargo volume, cu.ft. .... 36.5  
Towing capacity (lb.) .. 3,500

**Fuel**

Regular

EPA city/hwy, mpg ... 18/25

# Volvo XC90



The redesigned XC90 SUV will fit seven people and Volvo claims the seats will be the most comfortable in the industry with ergonomic shapes and power adjustable memory settings. Two 2.0-liter turbo four-cylinder engines are available, similar to those already offered in other Volvos. Both are mated to an eight-speed automatic. Volvo will also offer a plug-in hybrid version with 400 horsepower and an electric range of about 25 miles. The new XC90 will have a large tablet-like touch-screen control system without any conventional buttons. It goes on sale in early 2015.



REPORT CARD	
PREDICTED RELIABILITY	New
OWNER COST	●
OWNER SATISFACTION	New
ACCIDENT AVOIDANCE	NA
FUEL ECONOMY	NA

**Base price:** \$48,900-\$65,900  
**Body styles:** 4-door SUV  
**Trim lines:** T6, Plug-in Hybrid, First Edition, R-Design  
**Drive wheels:** AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.0-liter 4 turbo (316 hp); 2.0-liter 4 electric (400 hp)  
**Transmissions:** 8-speed automatic

RELIABILITY HISTORY													
TROUBLE SPOTS	Volvo XC90												
	05	06	07	08	09	10	11	12	13	14	15	16	17
Engine Major	○	●	●	●	★	○	○	★	★	★	★	★	★
Engine Minor	○	○	○	●	○	○	○	○	○	○	○	○	○
Engine Cooling	●	●	●	○	★	○	○	●	○	○	○	○	○
Trans. Major	●	○	○	○	○	★	○	○	○	○	○	○	○
Trans. Minor	○	●	○	○	○	★	○	○	●	○	○	○	○
Drive System	●	○	○	○	○	★	○	○	○	○	○	○	○
Fuel System	○	○	○	○	○	★	○	●	○	○	○	○	○
Electrical	○	○	○	○	○	○	○	○	○	○	○	○	○
Climate System	○	○	○	○	○	○	○	○	○	○	○	○	○
Suspension	○	○	○	○	○	○	○	○	○	○	○	○	○
Brakes	○	○	○	○	○	○	○	○	○	○	○	○	○
Exhaust	○	○	○	○	○	○	○	○	○	○	○	○	○
Paint/Trim	○	○	○	○	○	○	○	○	○	○	○	○	○
Body Integrity	○	○	○	○	○	○	○	○	○	○	○	○	○
Body Hardware	○	○	○	○	○	○	○	○	○	○	○	○	○
Power equip.	○	○	○	○	○	○	○	○	○	○	○	○	○
Audio System	○	○	○	○	○	○	○	○	○	○	○	○	○
USED CAR VERDICTS	○	○	○	○	○	○	○	○	○	○	○	○	○
NEW CAR PREDICTION													New

**FACTS & FIGURES**

**Exterior dimensions**

Length (in.) . . . . . 189  
Width (in.) . . . . . 75  
Height (in.) . . . . . 70  
Wheelbase (in.) . . . . . 113  
Weight (lb.) . . . . . 4,830  
% weight front/rear . . 53/47

**Cargo measurement**

Max. load (lb.) . . . . . NA  
Cargo volume, cu.ft. . . . NA  
Towing capacity (lb.) . . . NA

**Fuel**

Regular

EPA city/hwy, mpg . . 22/30



# Road-test highlights

**CONSUMER REPORTS** conducts more than 50 tests and evaluations on every vehicle we rate.

The charts on the following pages list results from **CONSUMER REPORTS** testing, which allow you to easily compare models. Below is an explanation of the test criteria that appear in the charts.

► **Make & model** specifies the model and trim version of the vehicle **CONSUMER REPORTS** tested. We often test multiple versions of the same model, and each can yield different results depending on trim and equipment level, body style, and engine type.

► **Trans** indicates the transmission type and number of speeds. (Auto is automatic, CVT is continuously variable transmission, man is manual, seq is sequential, and 1-spd. dir. is 1-speed direct drive.)

► **HP** is the horsepower of the engine tested.

► **Engine** notes the size and configuration tested.

► **CR's fuel economy** includes the tested overall mpg based on a realistic mix of highway and city driving. The mpg for city and

highway driving are listed separately.

► **Acceleration** is based on several tests. The **0-to-30** and **0-to-60** mph tests are conducted from a standstill with the engine idling. The **1/4-mile** test is done from a standing start, and the figures indicate the number of seconds needed to reach the quarter-mile mark and at what speed.

► **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement without any of the wheels locking up.

► **Performance** includes and emergency-handling tests. **AM speed** is the speed at which the vehicle was able to successfully negotiate our avoidance maneuver test course. The faster the speed, the better. **Turning circle** is the bumper clearance needed, in feet, for a U-turn to be completed.

For more information, visit [ConsumerReports.org](http://ConsumerReports.org) to continue your research. Subscribers have access to all of our test results, detailed reliability Ratings, and our expert reviews.



Ford Focus

Make & model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mile (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AW speed (mph)	Turning circle (ft.)
Acura ILX 2.0 L	auto 5	150	2.0-liter 4	28	19	40	3.5	9.4	17.4 @ 83	136	146	53.5	39
Acura MDX Tech	auto 6	290	3.5-liter V6	20	13	29	3	7.2	15.6 @ 93	136	145	52.0	40
Acura RDX	auto 6	273	3.5-liter V6	22	14	31	2.9	6.6	15.2 @ 95	132	144	51.0	40
Acura RLX Tech	auto 6	310	3.5-liter V6	23	15	36	2.7	6.5	15.0 @ 97	128	138	51.5	40
Acura TLX 2.4 L	seq 8	206	2.4-liter 4	27	18	41	3.0	7.4	15.7 @ 93	129	138	54.5	41
Audi A3 Premium	seq 6	170	1.8-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A4 Premium	auto 8	211	2.0-liter 4 turbo	25	17	35	2.7	7.2	15.6 @ 92	140	148	53.5	39
Audi A5 convertible Premium Plus	auto 6	211	2.0-liter 4 turbo	22	15	31	2.9	8	16.2 @ 89	134	145	53.0	39
Audi A6 Premium Plus	auto 8	310	3.0-liter V6 supercharged	22	15	34	2.1	5.7	14.2 @ 101	132	138	52.5	41
Audi A7 3.0 TDI	auto 8	240	3.0-liter V6 turbodiesel	28	19	41	2.4	6.6	15.2 @ 93	129	132	51.0	41
Audi A8 L	auto 8	372	4.2-liter V8	21	14	30	2.2	5.5	14.0 @ 105	126	137	52.0	43
Audi Allroad Premium	auto 8	211	2.0-liter 4 turbo	22	15	33	3.2	8.1	16.3 @ 90	131	136	53.0	39
Audi Q5 Premium Plus	auto 8	211	2.0-liter 4 turbo	21	14	29	3	7.9	16.2 @ 88	130	138	52.0	39
Audi TT Premium Plus	seq 6	211	2.0-liter 4 turbo	25	18	33	2.5	6.7	15.2 @ 95	120	127	54.5	36
BMW M235i	man 6	320	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW 328d xDrive	auto 8	180	2.0-liter 4 turbodiesel	35	24	49	3.5	8.5	16.8 @ 88	132	139	54.0	38
BMW 328i	auto 8	240	2.0-liter 4 turbo	28	19	39	2.6	6.3	14.9 @ 97	132	141	54.5	38
BMW 535i	auto 8	300	3.0-liter 6 turbo	23	15	34	2.5	6.1	14.5 @ 101	137	148	51.5	40
BMW 750Li	auto 6	400	4.4-liter V8 turbo	18	12	25	2.3	5.7	14.1 @ 105	126	138	52.0	42
BMW X1 xDrive28i	auto 8	240	2.0-liter 4 turbo	23	16	32	2.7	6.8	15.3 @ 95	133	144	52.5	40
BMW X3 xDrive28i	auto 8	240	2.0-liter 4 turbo	23	16	30	2.9	7.3	15.8 @ 91	130	138	53.0	40
BMW X5 xDrive35i	auto 8	300	3.0-liter 6 turbo	21	14	28	3.1	7.4	15.7 @ 94	137	142	52.0	43
BMW Z4 sDrive28i	man 6	240	2.0-liter 4 turbo	28	19	38	2.4	6.1	14.7 @ 99	122	130	54.5	36
Buick Enclave CXL	auto 6	288	3.6-liter V6	15	10	24	3	7.9	16.2 @ 87	142	153	50.0	43
Buick Encore Leather	auto 6	138	1.4-liter 4 turbo	23	16	32	3.8	11	18.3 @ 77	127	134	55.0	38
Buick LaCrosse CXS	auto 6	280	3.6-liter V6	20	13	30	2.9	7.2	15.7 @ 92	137	149	52.5	40
Buick LaCrosse Leather	auto 6	182	2.4-liter 4	26	18	39	3.4	9.2	17.2 @ 83	130	145	52.0	39
Buick Regal Premium I	auto 6	259	2.0-liter 4 turbo	24	15	35	2.9	7.4	15.9 @ 92	125	134	53.5	39
Buick Verano Leather	auto 6	180	2.4-liter 4	24	16	33	3	8.5	16.5 @ 87	129	141	54.5	40
Cadillac ATS Luxury	auto 6	272	2.0-liter 4 turbo	23	15	33	2.5	6.5	14.9 @ 97	125	133	57.5	37
Cadillac CTS (AWD) Luxury	auto 6	321	3.6-liter V6	21	14	29	2.7	6.8	15.2 @ 97	127	145	54.5	38
Cadillac SRX Luxury	auto 6	308	3.6-liter V6	18	12	26	2.7	7.1	15.7 @ 91	135	147	52.5	41
Cadillac XTS Premium	auto 6	304	3.6-liter V6	22	14	34	3	7.2	15.7 @ 94	128	134	53.0	40
Chevrolet Camaro 2LT	man 6	304	3.6-liter V6	21	14	31	2.6	6.6	15.2 @ 96	133	144	53.0	39
Chevrolet Camaro convertible 2SS	auto 6	400	6.2-liter V8	17	11	25	2.3	5.6	14.1 @ 103	117	126	54.0	41
Chevrolet Camaro coupe 2SS	man 6	426	6.2-liter V8	18	12	26	2.3	5.1	13.6 @ 108	129	137	55.5	40
Chevrolet Corvette 3LT	man 7	460	6.2-liter V8	20	14	28	2	4.3	12.6 @ 116	107	121	57.5	38
Chevrolet Cruze 1LT	auto 6	138	1.4-liter 4 turbo	26	17	36	3.7	9.8	17.6 @ 82	139	143	52.0	38
Chevrolet Cruze Eco	auto 6	138	1.4-liter 4 turbo	27	17	40	3.5	10	17.7 @ 80	131	143	52.5	38
Chevrolet Cruze LS	auto 6	138	1.8-liter 4	26	17	36	3.7	10.5	18.0 @ 80	139	140	54.0	38
Chevrolet Cruze Turbo Diesel	auto 6	151	2.0-liter 4 turbodiesel	33	22	49	3.7	9.7	17.6 @ 83	134	143	53.5	38
Chevrolet Equinox 1LT	auto 6	182	2.4-liter 4	21	14	30	3.8	10.7	18.0 @ 80	138	143	50.0	42
Chevrolet Equinox LTZ	auto 6	292	3.6-liter V6	18	12	25	2.5	7.1	15.4 @ 93	138	148	50.5	42
Chevrolet Impala 2LTZ	auto 6	305	3.6-liter V6	22	14	34	2.9	6.9	15.5 @ 95	130	136	54.0	40
Chevrolet Malibu 1LT	auto 6	197	2.5-liter 4	26	17	38	3.2	8.1	16.4 @ 88	135	147	52.0	38
Chevrolet Malibu 2LTZ	auto 6	259	2.0-liter 4 turbo	24	16	35	2.9	7	15.6 @ 94	128	136	53.5	39
Chevrolet Silverado 1500 LT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
Chevrolet Sonic hatchback LTZ	man 6	138	1.4-liter 4 turbo	30	21	39	3	8.9	16.9 @ 84	130	140	55.0	38
Chevrolet Sonic sedan LT	auto 6	138	1.8-liter 4	28	19	38	3.2	9.3	17.1 @ 83	128	139	54.0	36
Chevrolet Spark 1LT	CVT	84	1.2-liter 4	31	22	39	4.4	12.8	19.4 @ 73	128	138	57.5	34
Chevrolet SS	auto 6	415	6.2-liter V8	17	12	23	2.2	5.1	13.5 @ 110	118	124	56.0	39
Chevrolet Suburban LTZ	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	47.0	45
Chevrolet Tahoe LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
Chevrolet Traverse LT	auto 6	288	3.6-liter V6	16	11	23	3	7.9	16.2 @ 87	141	161	50.0	42
Chevrolet Volt	CVT	150	1.4-liter 4 + electric	99*/32**	76*/23**	118*/41**	3.4	9.4	17.3 @ 81	136	144	53.0	39
Chrysler 200 C	auto 9	295	3.6-liter V6	25	15	42	3.1	6.9	15.4 @ 97	138	148	51.5	41
Chrysler 200 Limited	auto 9	184	2.4-liter 4	30	19	44	3.9	9.8	17.6 @ 83	130	135	53.5	41
Chrysler 300 C	auto 5	363	5.7-liter V8	18	12	29	2.6	6.2	14.7 @ 99	134	143	50.0	39
Chrysler 300 Limited	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40

\*MPG equivalent \*\* MPG on gas only

# ROAD TESTS HIGHLIGHTS

Make & model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mile (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
<b>Chrysler Town &amp; Country</b> Touring-L	auto 6	283	3.6-liter V6	17	11	27	3.3	8.1	16.5 @ 86	141	153	49.0	42
<b>Dodge Challenger</b> R/T	man 6	376	5.7-liter V8	19	13	28	2.5	6.5	14.9 @ 97	130	144	52.0	39
<b>Dodge Charger</b> SXT Plus	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
<b>Dodge Dart</b> SXT	auto 6	184	2.4-liter 4	27	18	37	3.4	9.3	17.2 @ 84	127	134	54.5	38
<b>Dodge Durango</b> Limited	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
<b>Dodge Journey</b> Lux	auto 6	283	3.6-liter V6	16	11	25	3.2	8.1	16.4 @ 86	139	142	50.0	41
<b>Fiat 500</b> Abarth	man 5	160	1.4-liter 4 turbo	28	21	34	2.6	8	16.1 @ 86	125	126	55.5	39
<b>Fiat 500</b> Sport	man 5	101	1.4-liter 4	33	24	42	3.5	11.3	18.3 @ 76	134	142	55.0	34
<b>Fiat 500c</b> Pop	man 5	101	1.4-liter 4	34	25	42	3.4	11	18.1 @ 76	129	137	53.0	34
<b>Fiat 500L</b> Easy	seq 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
<b>Ford C-MAX</b> Energi	CVT	195	2.0-liter 4 + electric	94*/37**	87*/36**	98*/38**	3.3	8.1	16.4 @ 89	136	146	50.5	41
<b>Ford C-MAX</b> Hybrid SE	CVT	188	2.0-liter 4 hybrid	37	35	38	3.4	8.4	16.6 @ 89	138	150	53.0	41
<b>Ford Edge</b> SEL	auto 6	285	3.5-liter V6	18	12	26	3.4	8.1	16.6 @ 87	134	142	49.5	41
<b>Ford Edge</b> SEL	auto 6	247	2.0-liter 4 turbo	21	14	29	3.2	8.9	16.9 @ 84	132	156	50.0	41
<b>Ford Escape</b> SE	auto 6	173	1.6-liter 4 turbo	22	15	31	3.4	9.9	17.5 @ 80	133	139	52.5	40
<b>Ford Escape</b> Titanium	auto 6	231	2.0-liter 4 turbo	22	15	29	2.9	8.2	16.3 @ 87	134	139	52.5	40
<b>Ford Explorer</b> XLT	auto 6	290	3.5-liter V6	18	12	26	3.1	7.9	16.2 @ 89	135	145	49.5	40
<b>Ford F-250</b> Lariat	auto 6	400	6.7-liter V8 turbodiesel	16	11	23	3.5	8.7	16.8 @ 87	157	173	41.5	53
<b>Ford Fiesta</b> hatchback SES	man 5	120	1.6-liter 4	32	23	42	3.6	10.7	17.9 @ 80	134	147	55.0	36
<b>Ford Fiesta</b> SE	man 5	123	1.0-liter 3 turbo	35	25	46	3.1	9	17.2 @ 83	125	133	56.0	35
<b>Ford Fiesta</b> sedan SE	seq 6	120	1.6-liter 4	33	22	45	4.3	10.9	18.4 @ 79	142	159	52.5	36
<b>Ford Fiesta</b> ST	man 6	197	1.6-liter 4 turbo	29	21	36	2.9	7.3	15.6 @ 93	118	124	57.0	37
<b>Ford Flex</b> SEL	auto 6	287	3.5-liter V6	18	12	25	3.2	8.5	16.5 @ 88	141	145	48.0	43
<b>Ford Focus</b> Electric	1-spd. dir.	143	Electric	107*	108*	107*	4.3	10.2	18.0 @ 82	140	154	52.5	41
<b>Ford Focus</b> hatchback SEL	seq 6	160	2.0-liter 4	28	19	39	3.5	9.3	17.2 @ 85	137	146	52.5	39
<b>Ford Focus</b> SE SFE	seq 6	159	2.0-liter 4	31	21	43	3.2	8.5	16.5 @ 88	129	141	52.0	39
<b>Ford Focus</b> sedan SE	seq 6	160	2.0-liter 4	28	18	43	3.4	9.2	17.1 @ 84	141	151	52.5	39
<b>Ford Focus</b> ST	man 6	252	2.0-liter 4 turbo	25	19	32	2.8	6.6	15.1 @ 95	122	135	53.0	42
<b>Ford Fusion</b> SE	auto 6	181	1.5-liter 4 turbo	24	16	34	3.2	9.2	17.0 @ 84	125	137	52.5	38
<b>Ford Fusion</b> SE Hybrid	CVT	188	2.0-liter 4 hybrid	39	35	41	3.4	8.3	16.5 @ 90	140	153	52.0	40
<b>Ford Fusion</b> Titanium	auto 6	231	2.0-liter 4 turbo	22	14	33	3	7.4	15.8 @ 92	130	141	53.5	37
<b>Ford Taurus</b> Limited	auto 6	288	3.5-liter V6	21	14	31	2.9	7.2	15.6 @ 95	135	142	50.0	42
<b>Ford Transit Connect</b> XLT	auto 6	169	2.5-liter 4	21	15	27	3.9	10.9	18.2 @ 78	132	141	53.0	41
<b>Honda Accord</b> EX-L	auto 6	278	3.5-liter V6	26	16	39	2.7	6.3	14.7 @ 99	139	150	52.5	40
<b>Honda Accord</b> Hybrid	1-spd. dir.	196	2.0-liter 4 hybrid	40	32	47	3.2	7.7	16.1 @ 88	137	142	52.5	40
<b>Honda Accord</b> LX	CVT	185	2.4-liter 4	30	21	40	3.3	7.7	16.0 @ 92	136	148	53.0	41
<b>Honda Civic</b> EX	CVT	143	1.8-liter 4	30	21	40	4	9.6	17.5 @ 85	128	136	53.5	37
<b>Honda Civic</b> Hybrid	CVT	110	1.5-liter 4 hybrid	40	28	50	4.2	10.9	18.4 @ 77	145	147	52.0	39
<b>Honda Civic</b> Si	man 6	201	2.4-liter 4	29	20	39	2.8	7.1	15.5 @ 94	139	149	54.5	39
<b>Honda Crosstour</b> EX-L	auto 6	278	3.5-liter V6	21	14	32	2.9	7	15.4 @ 94	143	149	49.5	43
<b>Honda CR-V</b> EX	auto 5	185	2.4-liter 4	23	16	32	3.4	9.2	17.0 @ 84	128	135	50.0	39
<b>Honda CR-Z</b> EX	man 6	122	1.5-liter 4 hybrid	35	26	45	3.2	9.3	17.2 @ 82	139	146	52.0	36
<b>Honda Fit</b> EX	CVT	130	1.5-liter 4	33	24	42	4	10	17.7 @ 84	132	135	55.0	36
<b>Honda Odyssey</b> EX-L	auto 6	248	3.5-liter V6	21	13	31	3.3	8.4	16.6 @ 88	136	143	47.5	40
<b>Honda Pilot</b> EX-L	auto 5	250	3.5-liter V6	18	12	25	3.7	9	17.2 @ 84	144	160	46.5	41
<b>Hyundai Accent</b> hatchback SE	man 6	138	1.6-liter 4	32	24	40	3	8.5	16.8 @ 84	136	147	55.0	37
<b>Hyundai Accent</b> sedan GLS	auto 6	138	1.6-liter 4	31	20	45	3.7	10.3	17.8 @ 82	134	146	51.5	37
<b>Hyundai Azera</b> 3.3L	auto 6	293	3.3-liter V6	23	15	34	3	7.2	15.7 @ 94	132	139	51.5	39
<b>Hyundai Elantra</b> GLS	auto 6	148	1.8-liter 4	29	20	39	3.4	9.5	17.2 @ 83	136	139	55.5	36
<b>Hyundai Elantra</b> GT	auto 6	148	1.8-liter 4	27	18	37	3.6	9.8	17.5 @ 82	134	145	51.5	37
<b>Hyundai Equus</b> Signature	auto 6	385	4.6-liter V8	19	12	29	2.5	6.5	14.9 @ 99	140	150	49.0	41
<b>Hyundai Genesis</b> 3.8 (AWD)	auto 8	311	3.8-liter V6	20	13	30	2.9	7.2	15.5 @ 95	129	137	53.0	38
<b>Hyundai Genesis Coupe</b> 3.8 Grand Touring	man 6	306	3.8-liter V6	23	16	31	2.5	6.2	14.6 @ 100	138	149	54.0	40
<b>Hyundai Santa Fe</b> GLS	auto 6	290	3.3-liter V6	20	14	29	3	7.6	16.1 @ 90	133	140	51.0	39
<b>Hyundai Santa Fe Sport</b> Base	auto 6	190	2.4-liter 4	23	17	30	3.2	9.7	17.3 @ 82	132	142	50.5	38
<b>Hyundai Sonata</b> Hybrid	auto 6	206	2.4-liter 4 hybrid	33	24	40	3.4	9.1	17.0 @ 86	148	158	50.0	38
<b>Hyundai Sonata</b> SE	auto 6	185	2.4-liter 4	28	18	40	3.7	9.2	17.2 @ 86	139	155	50.5	37
<b>Hyundai Tucson</b> GLS	auto 6	170	2.4-liter 4	22	16	28	3.5	9.7	17.5 @ 81	129	133	53.0	37
<b>Hyundai Veloster</b>	man 6	138	1.6-liter 4	31	24	37	3.2	9.2	17.1 @ 83	131	142	54.0	36
<b>Infiniti Q50</b> (AWD) Premium	auto 7	328	3.7-liter V6	21	14	30	2.3	5.6	14.1 @ 103	126	135	54.0	42
<b>Infiniti Q60</b> convertible Base	auto 7	325	3.7-liter V6	20	13	29	2.4	6	14.4 @ 100	135	146	53.5	39
<b>Infiniti Q70</b> Hybrid	auto 7	360	3.5-liter V6 hybrid	25	17	33	2.4	5.6	14.2 @ 101	131	144	52.0	39



Make & model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mile (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
<b>Infiniti Q70</b>	auto 7	330	3.7-liter V6	21	14	29	2.3	5.8	14.2 @ 101	128	143	54.5	40
<b>Infiniti QX60</b>	CVT	265	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
<b>Infiniti QX70</b>	auto 7	303	3.5-liter V6	18	13	24	2.7	6.8	15.2 @ 95	133	147	51.0	40
<b>Infiniti QX80</b>	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
<b>Jaguar XF 3.0 (AWD)</b>	auto 8	340	3.0-liter V6 supercharged	21	14	31	2.4	5.7	14.3 @ 102	130	139	52.5	40
<b>Jaguar XJL</b>	auto 6	385	5.0-liter V8	19	13	27	2.3	5.5	14.0 @ 106	138	148	52.5	42
<b>Jeep Cherokee Latitude</b>	auto 9	184	2.4-liter 4	22	15	31	3.9	10.9	18.2 @ 79	138	153	51.5	40
<b>Jeep Cherokee Limited</b>	auto 9	271	3.2-liter V6	21	14	29	3.1	7.7	16.1 @ 90	133	144	51.5	40
<b>Jeep Compass Latitude</b>	CVT	172	2.4-liter 4	22	15	29	4.1	10.3	17.9 @ 82	145	170	48.0	38
<b>Jeep Grand Cherokee Limited</b>	auto 8	290	3.6-liter V6	18	12	24	3	8	16.2 @ 88	134	146	50.0	40
<b>Jeep Grand Cherokee Limited</b>	auto 8	240	3.0-liter V6 turbodiesel	24	17	32	3.1	8.6	16.7 @ 85	132	145	50.5	39
<b>Jeep Patriot Latitude</b>	CVT	172	2.4-liter 4	21	15	28	4	10.3	17.9 @ 80	141	158	51.5	37
<b>Jeep Wrangler Unlimited Sahara</b>	auto 5	285	3.6-liter V6	17	12	22	3.5	8.9	16.8 @ 85	151	181	45.0	43
<b>Kia Cadenza</b>	auto 6	293	3.3-liter V6	22	14	33	3	7.2	15.7 @ 93	132	134	51.5	38
<b>Kia Forte LX</b>	auto 6	148	1.8-liter 4	28	19	40	3.6	10.1	17.6 @ 83	128	137	52.5	38
<b>Kia Optima LX</b>	auto 6	200	2.4-liter 4	25	18	34	3.4	8.6	16.8 @ 87	143	144	56.0	38
<b>Kia Optima SX</b>	auto 6	274	2.0-liter 4 turbo	24	16	36	3	6.6	15.1 @ 98	142	152	54.0	38
<b>Kia Rio hatchback EX</b>	auto 6	138	1.6-liter 4	29	21	37	3.6	9.9	17.5 @ 81	136	146	55.0	37
<b>Kia Rio sedan EX</b>	auto 6	138	1.6-liter 4	30	22	39	3.5	9.5	17.3 @ 83	138	148	55.0	37
<b>Kia Sorento EX</b>	auto 6	290	3.3-liter V6	20	13	28	3	7.6	16.1 @ 90	135	145	51.5	38
<b>Kia Soul Plus</b>	auto 6	164	2.0-liter 4	26	19	33	3.3	8.8	16.9 @ 85	127	135	53.5	36
<b>Kia Sportage LX</b>	auto 6	176	2.4-liter 4	22	16	30	3.7	10.3	17.9 @ 80	137	139	53.5	37
<b>Kia Sportage SX</b>	auto 6	260	2.0-liter 4 turbo	21	15	29	2.8	7.1	15.5 @ 94	135	144	53.5	37
<b>Land Rover Range Rover Evoque Pure</b>	auto 6	240	2.0-liter 4 turbo	21	14	29	2.9	7.2	15.7 @ 92	132	145	50.0	38
<b>Land Rover Range Rover HSE</b>	auto 8	340	3.0-liter V6 supercharged	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41
<b>Land Rover Range Rover Sport HSE</b>	auto 8	340	3.0-liter V6 supercharged	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
<b>Lexus CT 200h Premium</b>	CVT	134	1.8-liter 4 hybrid	40	31	47	3.8	11	18.3 @ 78	133	146	54.5	37
<b>Lexus ES 300h</b>	CVT	200	2.5-liter 4 hybrid	36	28	44	3.4	8.2	16.4 @ 90	140	144	51.0	40
<b>Lexus ES 350</b>	auto 6	268	3.5-liter V6	25	17	35	2.8	6.7	15.0 @ 98	139	147	51.5	40
<b>Lexus GS 350</b>	auto 6	306	3.5-liter V6	21	13	32	2.6	6.2	14.7 @ 99	137	147	53.5	37
<b>Lexus GX 460</b>	auto 6	301	4.6-liter V8	17	12	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
<b>Lexus IS 250 (AWD)</b>	auto 6	204	2.5-liter V6	21	14	29	3.2	8.7	16.7 @ 86	138	142	53.5	38
<b>Lexus LS 460L</b>	auto 8	386	4.6-liter V8	21	13	32	2.6	6.2	14.6 @ 101	140	153	48.5	40
<b>Lexus RX 350</b>	auto 6	275	3.5-liter V6	21	15	27	2.8	7.3	15.7 @ 90	136	155	50.5	40
<b>Lexus RX 450h</b>	CVT	295	3.5-liter V6 hybrid	26	22	31	3.2	7.7	15.9 @ 93	135	142	54.0	40
<b>Lincoln MKC Reserve</b>	auto 6	285	2.3-liter 4 turbo	19	13	27	2.8	7.8	16.1 @ 88	125	133	54.0	39
<b>Lincoln MKS Base</b>	auto 6	304	3.7-liter V6	20	13	30	2.9	7.1	15.5 @ 95	137	141	51.5	42
<b>Lincoln MKX</b>	auto 6	305	3.7-liter V6	18	12	24	3	7.6	15.9 @ 91	138	156	49.5	41
<b>Lincoln MKZ 2.0 EcoBoost</b>	auto 6	231	2.0-liter 4 turbo	23	16	34	3	7.4	15.8 @ 92	124	133	53.0	40
<b>Lincoln MKZ Hybrid</b>	CVT	188	2.0-liter 4 hybrid	34	29	38	3.8	9.2	17.1 @ 87	129	139	53.0	40
<b>Maserati Ghibli S Q4</b>	auto 8	404	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
<b>Mazda CX-5 Touring</b>	auto 6	155	2.0-liter 4	25	19	32	3.6	10	17.7 @ 80	133	138	53.5	38
<b>Mazda CX-9 Grand Touring</b>	auto 6	273	3.7-liter V6	16	10	24	3	8.2	16.4 @ 87	137	154	48.5	40
<b>Mazda MX-5 Miata Grand Touring</b>	man 6	167	2.0-liter 4	28	20	35	2.4	7	15.4 @ 91	122	130	58.0	34
<b>Mazda2 Sport</b>	man 5	100	1.5-liter 4	33	25	40	3.2	10.3	17.5 @ 80	137	146	54.5	35
<b>Mazda2 Touring</b>	auto 4	100	1.5-liter 4	30	22	38	3.9	11.1	18.5 @ 76	138	144	55.0	35
<b>Mazda3 i Grand Touring</b>	man 6	155	2.0-liter 4	32	24	41	3	8.2	16.6 @ 86	133	143	54.0	38
<b>Mazda3 i Touring</b>	auto 6	155	2.0-liter 4	33	23	45	3.2	8.3	16.6 @ 88	133	140	54.5	38
<b>Mazda5 Grand Touring</b>	auto 5	157	2.5-liter 4	23	15	34	3.4	9.6	17.5 @ 82	139	150	54.0	38
<b>Mazda6 Sport</b>	auto 6	184	2.5-liter 4	32	22	44	2.8	7.5	15.9 @ 90	132	141	53.0	40
<b>Mercedes-Benz C300</b>	auto 7	241	2.0-liter 4 turbo	26	18	35	2.7	6.8	15.2 @ 96	136	144	55.5	38
<b>Mercedes-Benz CLA250</b>	seq 7	208	2.0-liter 4 turbo	28	19	39	2.7	6.6	15.2 @ 95	124	137	54.0	37
<b>Mercedes-Benz E250 BlueTec (AWD)</b>	auto 7	195	2.1-liter 4 turbodiesel	30	21	41	3.2	8.3	16.5 @ 87	131	143	54.0	38
<b>Mercedes-Benz E350</b>	auto 7	302	3.5-liter V6	21	14	31	2.6	6.3	14.8 @ 98	131	139	51.0	38
<b>Mercedes-Benz GL350 BlueTec</b>	auto 7	240	3.0-liter V6 turbodiesel	20	14	28	3.2	8.2	16.5 @ 86	136	146	44.5	41
<b>Mercedes-Benz GLK350</b>	auto 7	302	3.5-liter V6	21	14	29	2.4	6.1	14.7 @ 97	130	144	50.0	39
<b>Mercedes-Benz ML350</b>	auto 7	302	3.5-liter V6	18	13	25	2.5	6.8	15.2 @ 93	138	156	48.0	40

\*MPG equivalent \*\* MPG on gas only

## ROAD TESTS HIGHLIGHTS

Make & model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mile (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
<b>Mercedes-Benz S550 (AWD)</b>	auto 7	449	4.6-liter V8 turbo	18	12	28	2.3	5.1	13.5 @ 109	128	138	51.0	41
<b>Mercedes-Benz SLK250</b>	man 6	201	1.8-liter 4 turbo	26	19	34	2.3	7	15.2 @ 94	115	130	54.0	35
<b>Mini Cooper Base</b>	auto 6	134	1.5-liter 3 turbo	31	22	41	3.1	8.3	16.5 @ 87	133	142	54.5	36
<b>Mini Cooper Countryman S</b>	auto 6	184	1.6-liter 4 turbo	26	19	33	3.2	8.3	16.5 @ 87	135	142	54.5	38
<b>Mini Cooper S</b>	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
<b>Mitsubishi i-MiEV SE</b>	1-spd. dir.	63	Electric	111*	104*	116*	4.9	14.7	20.2 @ 69	132	146	52.0	33
<b>Mitsubishi Lancer ES</b>	CVT	152	2.0-liter 4	25	17	34	3.9	9.8	17.6 @ 82	144	159	49.5	37
<b>Mitsubishi Lancer Evolution GSR</b>	man 5	291	2.0-liter 4 turbo	21	16	25	2	5.8	14.5 @ 97	126	136	56.0	42
<b>Mitsubishi Lancer Ralliart</b>	seq 6	237	2.0-liter 4 turbo	20	14	28	2.6	6.5	15.1 @ 93	133	143	54.5	37
<b>Mitsubishi Mirage ES</b>	CVT	74	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
<b>Mitsubishi Outlander SE</b>	CVT	166	2.4-liter 4	23	17	30	4.3	10.8	18.3 @ 80	130	142	51.0	37
<b>Mitsubishi Outlander Sport SE</b>	CVT	148	2.0-liter 4	23	18	28	3.8	9.6	17.6 @ 81	137	143	52.0	38
<b>Nissan 370Z Touring</b>	man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37
<b>Nissan Altima 2.5 S</b>	CVT	182	2.5-liter 4	31	21	44	3.3	8.2	16.4 @ 89	140	152	51.5	40
<b>Nissan Altima 3.5 SL</b>	CVT	270	3.5-liter V6	24	16	35	2.9	6.3	14.7 @ 101	133	141	52.0	41
<b>Nissan Armada Platinum</b>	auto 5	317	5.6-liter V8	13	9	18	2.6	7.2	15.7 @ 89	142	155	48.0	43
<b>Nissan Cube 1.8 S</b>	CVT	122	1.8-liter 4	28	21	33	3.7	10	17.7 @ 79	149	159	54.5	36
<b>Nissan Frontier LE</b>	auto 5	261	4.0-liter V6	15	11	21	3	7.9	16.3 @ 86	142	156	50.0	46
<b>Nissan Juke SV</b>	CVT	188	1.6-liter 4 turbo	24	18	31	3.2	7.9	16.3 @ 89	139	146	53.5	37
<b>Nissan Leaf SL</b>	1-spd. dir.	107	Electric	106*	86*	118*	3.4	10.3	17.8 @ 77	136	149	52.5	37
<b>Nissan Maxima 3.5 SV</b>	CVT	290	3.5-liter V6	22	16	29	2.9	6.2	14.7 @ 99	128	143	52.5	41
<b>Nissan Pathfinder SL</b>	CVT	260	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
<b>Nissan Quest SL</b>	CVT	260	3.5-liter V6	19	13	24	3.7	8.4	16.5 @ 90	143	157	51.5	39
<b>Nissan Rogue SV</b>	CVT	170	2.5-liter 4	24	17	30	3.7	9.5	17.3 @ 83	134	142	54.0	38
<b>Nissan Sentra SV</b>	CVT	130	1.8-liter 4	29	21	38	3.6	9.7	17.5 @ 81	129	138	55.5	37
<b>Nissan Titan SV</b>	auto 5	317	5.6-liter V8	14	10	19	2.9	7.2	15.7 @ 90	142	164	46.5	48
<b>Nissan Versa Note SV</b>	CVT	109	1.6-liter 4	31	22	40	4	10.9	18.2 @ 79	135	149	54.5	37
<b>Nissan Versa SV</b>	CVT	109	1.6-liter 4	32	23	40	4	10.6	18.1 @ 80	140	152	54.5	38
<b>Nissan Xterra S</b>	auto 5	261	4.0-liter V6	17	12	23	3	7.7	16.2 @ 87	135	158	50.0	40
<b>Porsche 911 Carrera S</b>	man 7	400	3.8-liter 6	23	16	32	1.6	4.1	12.4 @ 117	108	119	59.5	37
<b>Porsche Boxster Base</b>	man 6	265	2.7-liter 6	23	17	30	2.4	6.1	14.5 @ 100	112	128	58.0	36
<b>Porsche Cayenne Base</b>	auto 8	300	3.6-liter V6	19	14	26	2.8	7.8	15.9 @ 90	134	147	50.0	39
<b>Porsche Macan S</b>	seq 7	340	3.0-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
<b>Porsche Panamera S</b>	seq 7	400	4.8-liter V8	20	13	27	2.3	5.5	13.9 @ 105	116	133	56.0	39
<b>Ram 1500 Big Horn</b>	auto 8	395	5.7-liter V8	15	10	21	2.8	7.1	15.5 @ 94	141	154	47.0	49
<b>Ram 1500 Big Horn</b>	auto 8	240	3.0-liter V6 turbodiesel	20	14	27	3.4	9.5	17.4 @ 82	143	160	47.0	49
<b>Scion FR-S</b>	man 6	200	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
<b>Scion iQ</b>	CVT	94	1.3-liter 4	34	27	40	4	10.6	18.2 @ 78	139	144	53.5	28
<b>Scion tC Base</b>	auto 6	179	2.5-liter 4	27	18	36	3.2	8.6	16.7 @ 86	134	145	54.0	40
<b>Scion xB</b>	auto 4	158	2.4-liter 4	23	16	30	3.5	9.4	17.3 @ 81	137	148	53.0	37
<b>Smart ForTwo Passion</b>	seq 5	71	1.0-liter 3	39	30	44	5.1	14.6	20.1 @ 69	139	153	50.0	30
<b>Subaru BRZ Premium</b>	man 6	200	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
<b>Subaru Forester 2.5i Premium</b>	CVT	170	2.5-liter 4	26	18	35	3.5	8.7	16.8 @ 86	127	140	52.0	37
<b>Subaru Impreza Premium</b>	CVT	148	2.0-liter 4	27	20	35	3.7	9.2	17.2 @ 84	129	143	52.5	38
<b>Subaru Impreza Sport Premium</b>	CVT	148	2.0-liter 4	26	19	33	3.7	9.4	17.3 @ 83	127	138	52.5	38
<b>Subaru WRX Premium</b>	man 6	268	2.0-liter 4 turbo	26	19	33	1.9	6	14.5 @ 97	120	128	59.0	40
<b>Subaru Legacy 2.5i Premium</b>	CVT	175	2.5-liter 4	26	17	39	4.1	10.2	17.8 @ 82	128	135	55.5	39
<b>Subaru Outback 2.5i Premium</b>	CVT	175	2.5-liter 4	24	16	34	4.2	10.5	18.1 @ 81	133	142	53.5	39
<b>Subaru XV Crosstrek Hybrid</b>	CVT	160	2.0-liter 4 hybrid	28	21	35	4.1	10.1	17.9 @ 82	131	135	53.0	37
<b>Subaru XV Crosstrek Premium</b>	CVT	148	2.0-liter 4	26	19	34	3.8	9.7	17.5 @ 82	130	148	53.0	37
<b>Tesla Model S (85 kWh) Base</b>	1-spd. dir.	362	Electric	84*	65*	102*	2.7	5.6	14.2 @ 103	128	137	53.5	41
<b>Toyota 4Runner SR5</b>	auto 5	270	4.0-liter V6	18	12	24	3	7.7	16.1 @ 89	131	145	48.0	45
<b>Toyota Avalon Hybrid Limited</b>	CVT	200	2.5-liter 4 hybrid	36	29	43	3.4	8.2	16.4 @ 90	138	147	52.5	40
<b>Toyota Avalon Limited</b>	auto 6	268	3.5-liter V6	24	16	34	2.9	7	15.2 @ 98	132	142	53.5	41
<b>Toyota Camry Hybrid XLE</b>	CVT	200	2.5-liter 4 hybrid	38	32	43	3.2	7.6	15.9 @ 92	133	150	51.0	40
<b>Toyota Camry LE</b>	auto 6	173	2.5-liter 4	27	19	41	3.2	8.4	16.5 @ 87	130	145	50.5	40
<b>Toyota Camry XLE</b>	auto 6	268	3.5-liter V6	26	17	37	2.7	6.4	14.8 @ 99	136	145	50.5	40
<b>Toyota Corolla LE Plus</b>	CVT	132	1.8-liter 4	32	23	43	4	9.9	17.7 @ 83	138	149	54.5	37
<b>Toyota Highlander Hybrid Limited</b>	CVT	280	3.5-liter V6 hybrid	25	18	32	3.3	8.3	16.4 @ 90	138	146	49.0	40
<b>Toyota Highlander XLE</b>	auto 6	270	3.5-liter V6	20	14	27	2.9	7.5	15.9 @ 90	134	144	50.5	40

Make & model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mile (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
<b>Toyota Land Cruiser</b>	auto 6	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
<b>Toyota Prius C Two</b>	CVT	99	1.5-liter 4 hybrid	43	37	48	3.7	11.3	18.4 @ 76	135	140	51.5	35
<b>Toyota Prius IV</b>	CVT	134	1.8-liter 4 hybrid	44	32	55	3.7	10.6	18.0 @ 79	133	147	52.5	37
<b>Toyota Prius Plug-in Advanced</b>	CVT	134	1.8-liter 4 + electric	67*/43**	69*/34**	66*/52**	3.8	10.6	18.1 @ 79	139	144	50.0	37
<b>Toyota Prius V Three</b>	CVT	134	1.8-liter 4 hybrid	41	33	47	3.7	10.7	18.1 @ 78	138	151	55.0	39
<b>Toyota RAV4 XLE</b>	auto 6	176	2.5-liter 4	24	18	31	3.2	9	16.9 @ 84	135	145	51.5	40
<b>Toyota Sequoia Limited</b>	auto 6	381	5.7-liter V8	15	10	21	2.7	7.1	15.6 @ 92	146	163	47.0	42
<b>Toyota Sienna XLE</b>	auto 6	266	3.5-liter V6	20	14	27	3.5	8.8	16.8 @ 88	134	156	49.0	40
<b>Toyota Sienna XLE AWD</b>	auto 6	266	3.5-liter V6	19	13	25	3.2	8.5	16.6 @ 87	139	155	48.5	40
<b>Toyota Tacoma Base</b>	auto 5	236	4.0-liter V6	17	13	21	2.8	7.9	16.3 @ 86	139	148	47.0	45
<b>Toyota Tundra SR5</b>	auto 6	381	5.7-liter V8	15	10	20	2.6	6.7	15.3 @ 93	153	178	44.5	49
<b>Toyota Venza V6</b>	auto 6	268	3.5-liter V6	20	14	27	2.6	6.9	15.3 @ 92	137	143	50.5	42
<b>Toyota Yaris LE</b>	auto 4	106	1.5-liter 4	32	23	41	3.9	10.8	18.3 @ 76	137	149	54.0	34
<b>Volkswagen CC Sport</b>	seq 6	200	2.0-liter 4 turbo	26	18	35	3.1	7.5	15.8 @ 93	133	141	52.0	38
<b>Volkswagen Eos Lux</b>	seq 6	200	2.0-liter 4 turbo	25	18	34	3.3	7.9	16.2 @ 91	135	144	53.0	36
<b>Volkswagen Golf SE</b>	auto 6	170	1.8-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
<b>Volkswagen GTI Autobahn</b>	man 6	210	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
<b>Volkswagen Jetta GLI Autobahn</b>	man 6	200	2.0-liter 4 turbo	27	18	39	3	7.2	15.6 @ 95	132	144	54.5	37
<b>Volkswagen Jetta Hybrid SE</b>	seq 7	170	1.4-liter 4 hybrid	37	29	45	3.3	8.1	16.3 @ 89	138	150	52.5	37
<b>Volkswagen Jetta SE</b>	auto 6	170	1.8-liter 4 turbo	30	21	39	3.3	8.5	16.5 @ 90	137	151	52.0	37
<b>Volkswagen Jetta TDI</b>	seq 6	140	2.0-liter 4 turbodiesel	34	25	45	3.6	9.5	17.3 @ 83	130	147	52.5	37
<b>Volkswagen Passat SE</b>	auto 6	170	1.8-liter 4 turbo	28	19	39	3.1	8.6	16.6 @ 88	129	139	52.5	38
<b>Volkswagen Passat SEL Premium</b>	seq 6	280	3.6-liter V6	23	16	33	3	6.8	15.1 @ 99	132	140	52.5	39
<b>Volkswagen Passat TDI SE</b>	seq 6	140	2.0-liter 4 turbodiesel	37	26	51	3.6	9.8	17.6 @ 82	132	147	52.0	37
<b>Volkswagen Tiguan SEL</b>	auto 6	200	2.0-liter 4 turbo	21	16	27	3.2	8.5	16.7 @ 86	140	156	53.5	39
<b>Volkswagen Touareg TDI</b>	auto 8	225	3.0-liter V6 turbodiesel	24	17	31	3.1	8.4	16.5 @ 86	135	147	52.0	39
<b>Volvo S60 T5 Drive-E</b>	auto 8	240	2.0-liter 4 turbo	25	16	38	3.1	7.9	16.2 @ 90	128	135	54.0	38
<b>Volvo XC60 T6</b>	auto 6	281	3.0-liter 6 turbo	17	11	24	2.9	7.4	15.8 @ 92	132	140	52.5	40
<b>Volvo XC70 3.2</b>	auto 6	235	3.2-liter 6	18	12	25	3.1	8.5	16.5 @ 88	135	140	50.5	40

\*MPG equivalent \*\*MPG on gas only



Scion tC



# Safety update & crash-test ratings



Every tested vehicle is put through our emergency handling tests.

**When assessing safety,** it's important to compare vehicles in the same class. Even a small car with top crash-test ratings will still take the brunt of the impact if hit by a larger, heavier vehicle. Models perform differently in crashes based on their size and what they hit.

Since frontal crash-test results can only be compared among vehicles of similar weight, we group models by category.

Both the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) have recently strengthened their crash-test requirements.

Last year the IIHS added a new "small-overlap" frontal-crash test to its series. The test replicates a 40-mph crash in which 25 percent of the driver-side front of a car hits a rigid barrier, such as a tree or pole. That's in contrast to the institute's regular offset frontal test, which replicates hitting a vehicle. Currently, the new test has generated results for most groups of cars and SUVs, which we list in the tables.

The test results for these vehicles have varied widely, and much more so than in the traditional frontal-crash tests, where nearly all cars receive a Good rating, the highest for those tests. So far, of the groups that have been subjected to the test, most have a few vehicles that achieved a score of Good. Overall, newly-introduced vehicles that were designed with the test in mind have done better in the test than older models. CONSUMER REPORTS won't recommend any vehicle that scores Poor in the test.

The NHTSA tests now take into account female passengers and include, in addition to front- and side-crash tests, a new pole test to measure side impact.

## GUIDE TO THE CHART

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. We list available accident-avoidance scores from our tests and crash-test results from IIHS and NHTSA. Here is a guide to each column:

➤ **Accident avoidance.** A composite derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we tested multiple versions of the same model and the accident-avoidance scores differed, we give the range of scores attained.

➤ **Crash tests.** In addition to the new narrow-offset test, the IIHS tests for offset frontal, side-impact, rear-crash, and roof-strength evaluations. IIHS scores are Good, Acceptable, Marginal, and Poor. The IIHS roof-strength test subjects a vehicle to a force equal to 4 times its weight prior to 5 inches of roof crush.

The NHTSA tests measure full-frontal and side-impact performance, and are displayed as a combined overall and an overall front and side rating. The NHTSA rollover rating denotes the risk of rollover in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

Make & model	CR tests	IIHS safety tests					NHTSA safety tests		
	Accident avoidance	Front small-overlap crash	Offset-frontal crash	Side crash	Rear crash	Roof Crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD
<b>CARS: SUBCOMPACT</b>									
Chevrolet Spark	⊖	Accept.	Good	Good	Good	Good	⊖	⊖/⊖	⊖/-
Fiat 500	⊖	Poor	Good	Good	Good	Good	⊖	⊖/⊖	⊖/-
Ford Fiesta	○-⊖	Marg.	Good	Good	Good	Good	⊖	⊖/⊖	⊖/-
Honda CR-Z	○	-	Good	Good	Good	Good	⊖	⊖/○	⊖/-
Honda Fit	⊖	Accept.	Good	Good	Good	Good	-	-	-
Hyundai Accent	⊖	Poor	Good	Accept.	Good	Good	⊖	⊖/⊖	⊖/-
Hyundai Veloster	⊖	Marg.	Good	Accept.	Good	Good	⊖	⊖/⊖	⊖/-
Kia Rio	⊖	Marg.	Good	Accept.	Good	Good	⊖	⊖/⊖	⊖/-
Mazda2	⊖	Marg.	Good	Accept.	Accept.	Good	-	-	-
Mini Cooper	⊖	-	-	-	-	-	-	⊖/-	⊖/-
Mitsubishi i-MiEV	○	-	-	-	-	-	⊖	⊖/○	⊖/-
Mitsubishi Mirage	⊖	Poor	Good	Good	Good	Good	-	-	-
Nissan Versa	○	Poor	Good	Good	Good	Good	⊖	○/⊖	⊖/-

Make & model	CR tests	IIHS safety tests					NHTSA safety tests		
	Accident avoidance	Front small-overlap crash	Offset-frontal crash	Side crash	Rear crash	Roof Crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD

### CARS: SUBCOMPACT continued

Nissan Versa Note	○	-	-	-	-	-	●	○/●	●/-
Scion iQ	○	-	Good	Good	Accept.	Good	●	●/○	●/-
Smart ForTwo	○	-	Good	Good	Accept.	Good	-	-	○/-
Toyota Prius C	○	Poor	Good	Good	Good	Good	●	●/●	●/-
Toyota Yaris	○	Marg.	Good	Good	Good	Good	●	●/●	●/-

### CARS: COMPACT

Acura ILX	●	-	Good	Good	Good	Good	●	●/●	●/-
Audi A3	●	Good	Good	Good	Good	Good	-	-	-
BMW i3	-	-	-	-	-	-	-	-	-
Buick Verano	●	-	Good	Good	Good	Good	●	●/●	●/-
Cadillac ELR	-	-	-	-	-	-	-	-	-
Chevrolet Cruze	○-●	Marg.	Good	Good	Good	Good	●	●/●	●/-
Chevrolet Sonic	●	Marg.	Good	Good	Good	Good	●	●/●	●/-
Chevrolet Volt	○	Accept.	Good	Good	Good	Good	●	●/●	●/-
Dodge Dart	●	Accept.	Good	Good	Good	Good	●	●/●	●/-
Fiat 500L	●	Poor	Good	Good	Good	Good	-	-	-
Ford Focus	○-●	Accept.	Good	Good	Good	Good	●	●/●	●/-
Ford Focus Electric	○	-	-	-	-	-	●	●/●	●/-
Honda Civic	○-●	Good	Good	Good	Good	Good	●	●/●	●/-
Hyundai Elantra	●	Accept.	Good	Good	Good	Good	●	●/●	●/-
Kia Forte	●	Marg.	Good	Good	Good	Good	●	●/●	●/-
Kia Soul	●	Good	Good	Good	Good	Good	●	●/●	●/-
Lexus CT 200h	●	-	Good	Good	Good	Good	-	-	-
Mazda3	●	Good	Good	Good	Good	Good	●	●/●	●/-
Mercedes-Benz B-Class Electric Drive	-	-	-	-	-	-	-	-	-
Mitsubishi Lancer	○	Accept.	Good	Good	Good	Good	●	●/●	●/●
Nissan Cube	○	-	Good	Good	Good	Good	-	-	●/-
Nissan Leaf	○	Poor	Good	Good	Good	Good	●	●/●	●/-
Nissan Sentra	●	Poor	Good	Good	Good	Good	●	●/●	●/-
Scion tC	○	Accept.	Good	Good	Good	Good	●	●/●	●/-
Scion xB	○	Marg.	Good	Good	Good	Good	-	-	●/-
Subaru Impreza	●	Good	Good	Good	Good	Good	●	●/●	-/●
Toyota Corolla	○	Marg.	Good	Good	Good	Good	●	●/●	●/-
Toyota Prius	○-●	Accept.	Good	Good	Good	Good	●	●/●	●/-
Volkswagen Beetle	-	Marg.	Good	Good	Good	Good	●	●/●	●/-
Volkswagen Golf	●	Good	Good	Good	Good	Good	-	-	-
Volkswagen Jetta	○	Good	Good	Good	Good	Good	●	●/●	●/-

### CARS: MIDSIZED

Chevrolet Malibu	●-●	Good	Good	Good	Good	Good	●	●/●	●/-
Chevrolet SS	●	-	-	-	-	-	-	-	-
Chrysler 200	○-●	Good	Good	Good	Good	Good	●	●/●	●/●
Ford C-MAX Hybrid	○	Accept.	Good	Good	Good	Good	●	●/●	●/-
Ford C-MAX Energi	○	-	-	-	-	-	●	●/●	●/-
Ford Fusion	○-●	Accept.	Good	Good	Good	Good	●	●/●	●/●
Honda Accord	●	Good	Good	Good	Good	Good	●	●/●	●/-
Hyundai Sonata	○	Accept.	Good	Good	Good	Good	●	●/●	●/-
Kia Optima	○-●	Accept.	Good	Good	Good	Good	●	●/●	●/-
Mazda6	●	Accept.	Good	Good	Good	Good	●	●/●	●/-
Nissan Altima	○-●	Accept.	Good	Good	Good	Good	●	●/●	●/-
Nissan Maxima	●	Accept.	Good	Good	Marg.	Accept.	●	○/●	●/-
Subaru Legacy	●	Good	Good	Good	Good	Good	-	-	-
Subaru Outback	●	Good	Good	Good	Good	Good	-	-	-
Toyota Camry	●	Accept.	Good	Good	Good	Good	●	●/●	●/-
Toyota Prius V	○	Poor	Good	Good	Good	Good	-	-	●/-
Volkswagen Passat	●	Accept.	Good	Good	Good	Good	●	●/●	●/-

Make & model	CR tests	IIHS safety tests					NHTSA safety tests		
	Accident avoidance	Front small-overlap crash	Offset-frontal crash	Side crash	Rear crash	Roof Crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD

## CARS: LUXURY MIDSIZED

Acura TLX	●	-	-	-	-	-	-	-	-
Audi A4	●	Poor	Good	Good	Good	Good	●	●/●	●/●
Audi Allroad	●	-	-	-	-	-	●	●/●	-/●
BMW 3 Series	●	Marg.	Good	Good	Good	Good	●	●/●	●/●
Buick Regal	●	-	Good	Good	Good	Good	●	●/●	●/●
Cadillac ATS	●	-	-	-	-	-	●	●/●	●/●
Infiniti Q50	●	Accept.	Good	Good	Good	Good	●	●/●	●/●
Lexus ES	○	-	Good	Good	Good	Good	●	●/●	●/-
Lexus IS	○	-	Good	Good	-	-	●	●/●	●/●
Lincoln MKZ	●	Accept.	Good	Good	Good	Good	●	●/●	●/●
Mercedes-Benz C-Class	●	-	-	-	-	-	-	-	-
Mercedes-Benz CLA	●	-	-	-	-	-	-	-	-
Volkswagen CC	●	Marg.	Good	Good	Good	Good	-	-	●/●
Volvo S60	●	Good	Good	Good	Good	Good	●	●/●	●/●
Volvo V60	-	-	-	-	-	-	-	-	-

## CARS: LARGE/LUXURY

Acura RLX	●	Good	Good	Good	Good	Good	-	-	-
Audi A6	●	-	Good	Good	Good	Good	●	●/●	●/●
Audi A7	●	-	-	-	-	-	-	-	-
Audi A8	●	-	-	-	-	-	-	-	-
BMW 5 Series	●	Marg.	Good	Good	Good	Good	●	●/●	●/●
BMW 7 Series	●	-	-	-	-	-	-	-	-
Buick LaCrosse	●	-	Good	Good	Good	Good	●	●/●	●/●
Cadillac CTS	●	-	Good	Good	-	-	●	●/●	●/●
Cadillac XTS	●	-	Good	Good	Good	Good	●	●/●	●/●
Chevrolet Impala	●	-	Good	Good	-	-	●	●/●	●/-
Chrysler 300	●	-	Good	Good	Good	Good	●	●/●	●/●
Dodge Charger	●	-	-	-	-	-	-	-	-
Ford Taurus	●	-	Good	Good	Good	Good	●	●/●	●/●
Hyundai Azera	●	-	Good	Good	Good	Good	-	-	-
Hyundai Equus	○	-	Good	Good	Good	Good	-	-	-
Hyundai Genesis	●	Good	Good	Good	Good	Good	●	●/●	●/●
Infiniti Q70	●	Good	Good	Good	Good	Good	●	●/●	●/●
Jaguar XF	●	-	-	-	-	-	-	-	-
Jaguar XJ	●	-	-	-	-	-	-	-	-
Kia Cadenza	●	-	Good	Good	Good	Good	-	-	-
Kia K900	-	-	-	-	-	-	-	-	-
Lexus GS	●	-	Good	Good	Good	Good	-	-	-
Lexus LS	○	-	Good	-	Good	-	-	-	-
Lincoln MKS	●	Poor	Good	Good	Good	Good	●	●/●	●/●
Maserati Ghibli	●	-	Good	Good	Good	Good	-	-	-
Mercedes-Benz CLS	-	-	-	-	-	-	-	-	-
Mercedes-Benz E-Class	●	Good	Good	Good	Good	Good	●	●/●	●/●
Mercedes-Benz S-Class	●	-	-	-	-	-	-	-	-
Porsche Panamera	●	-	-	-	-	-	-	-	-
Tesla Model S	●	-	-	-	-	-	●	●/●	●/-
Toyota Avalon	○	-	Good	Good	Good	Good	-	-/●	●/-
Volvo S80	-	Good	Good	Good	Good	Good	-	-	-
Volvo XC70	●	-	-	-	-	-	-	-	-

## CARS: SPORTY/CONVERTIBLE

Alfa Romeo 4C	-	-	-	-	-	-	-	-	-
Audi A5	●	-	-	-	-	-	-	-	-
Audi TT	●	-	-	-	-	-	-	-	-
BMW 2 Series	●	Good	Good	Good	Good	Good	-	-	-



Make & model	CR tests	IIHS safety tests					NHTSA safety tests		
	Accident avoidance	Front small-overlap crash	Offset-frontal crash	Side crash	Rear crash	Roof Crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD

#### CARS: SPORTY/CONVERTIBLE continued

BMW 4 Series	-	-	-	-	-	-	-	-	-
BMW 6 Series	-	-	-	-	-	-	-	-	-
BMW Z4	●	-	-	-	-	-	-	-	-
Chevrolet Camaro Coupe	●/●	-	-	-	-	-	●	●/●	●/-
Chevrolet Camaro Convertible	●	-	-	-	-	-	-	-	●/-
Chevrolet Corvette	●	-	-	-	-	-	-	-	-
Dodge Challenger	●	-	-	-	-	-	-	-	●/-
Dodge SRT Viper	-	-	-	-	-	-	-	-	-
Fiat 500 Convertible/Abarth	●/●	-	-	-	-	-	-	-	-
Ford Focus ST	●	-	-	-	-	-	-	-	-
Ford Mustang	-	-	-	-	-	-	-	-	-
Hyundai Genesis Coupe	●	-	-	-	-	-	-	-	●/-
Honda Civic Si	●	-	-	-	-	-	-	-	-
Infiniti Q60	●	-	-	-	-	-	-	-	-
Jaguar F-Type	-	-	-	-	-	-	-	-	-
Lexus RC	-	-	-	-	-	-	-	-	-
Mazda MX-5 Miata	●	-	-	-	-	-	-	-	-
Mercedes-Benz SL	-	-	-	-	-	-	-	-	-
Mercedes-Benz SLK	●	-	-	-	-	-	-	-	-
Mini Cooper S	●	-	-	-	-	-	-	●/-	●/-
Mitsubishi Lancer Evolution/Ralliart	●	-	Good	Good	Good	Accept.	-	-	-
Nissan Z	●	-	-	-	-	-	-	-	-
Porsche 911	●	-	-	-	-	-	-	-	-
Porsche Boxster	●	-	-	-	-	-	-	-	-
Porsche Cayman	-	-	-	-	-	-	-	-	-
Scion FR-S	●	Accept.	Good	Good	Good	Good	●	●/●	●/-
Subaru BRZ	●	Accept.	Good	Good	Good	Good	●	●/●	●/-
Subaru Impreza WRX/STi	●	Good	Good	Good	Good	Good	-	-	-
Volkswagen Eos	●	-	Good	Good	Good	-	-	-	-
Volkswagen GTI	●	Good	Good	Good	Good	Good	-	-	-
Volkswagen Jetta GLI	●	Good	Good	Good	Good	Good	●	●/●	●/-

#### MINIVANS

Chrysler Town & Country	○	Poor	Good	Good	Good	Good	●	●/●	●/-
Dodge Grand Caravan	○	Poor	Good	Good	Good	Good	●	●/●	●/-
Ford Transit Connect	●	-	-	-	-	-	●	●/●	●/-
Honda Odyssey	○	Good	Good	Good	Good	Good	●	●/●	●/-
Kia Sedona	-	-	-	-	-	-	-	-	-
Mazda5	●	Poor	Good	Marg.	Accept	Good	-	-	-
Nissan Quest	○	Poor	Good	Good	Good	Accept.	-	-	-
Toyota Sienna	○	Accept	Good	Good	Good	Good	-	-	●/●

#### SUVs: SMALL

BMW X1	●	Marg.	Good	Good	Good	Good	-	-	-
Buick Encore	●	Poor	Good	Good	Good	Good	-	●/-	●/●
Chevrolet Trax	-	-	-	-	-	-	-	●/-	●/●
Ford Escape	●	Poor	Good	Good	Good	Good	-	●/●	●/●
Honda CR-V	●	Marg.	Good	Good	Good	Good	-	-	●/●
Hyundai Tucson	●	Poor	Good	Good	Good	Good	●	●/●	●/●
Jeep Cherokee	○/●	-	Good	Good	Good	Good	●	●/●	●/●
Jeep Compass	●	-	-	Good	Good	-	-	○/-	●/●
Jeep Patriot	○	Poor	Good	Good	Good	Good	-	○/-	○/○
Jeep Renegade	-	-	-	-	-	-	-	-	-
Kia Sportage	●	Poor	Good	Good	Good	Good	●	●/●	●/●
Lincoln MKC	●	-	-	-	-	-	●	●/●	●/●
Mazda CX-5	●	Good	Good	Good	Good	Good	●	●/●	●/●

Make & model	CR tests	IIHS safety tests					NHTSA safety tests		
	Accident avoidance	Front small-overlap crash	Offset-frontal crash	Side crash	Rear crash	Roof Crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD
<b>SUVs: SMALL continued</b>									
Mercedes-Benz GLA	-	-	-	-	-	-	-	-	-
Mini Cooper Countryman	●	Good	Good	Good	Good	Good	-	-	-
Mini Paceman	-	-	-	-	-	-	-	-	-
Mitsubishi Outlander	○	Good	Good	Good	Good	Good	●	●/●	●/●
Mitsubishi Outlander Sport	○	Accept.	Good	Good	Good	Good	●	●/●	●/●
Nissan Juke	●	Poor	Good	Good	Good	Good	●	○/●	●/●
Nissan Rogue	●	Good	Good	Good	Good	Good	-	-/●	●/●
Porsche Macan	●	-	-	-	-	-	-	-	-
Subaru Forester	●	Good	Good	Good	Good	Good	●	●/●	-/●
Subaru XV Crosstrek	●	Good	Good	Good	Good	Good	●	●/●	-/●
Toyota RAV4	●	Poor	Good	Good	Good	Good	●	●/●	●/●
Volkswagen Tiguan	●	Marg.	Good	Good	Good	Good	●	○/●	●/●
Volvo XC60	●	Good	Good	Good	Good	Good	●	●/●	●/●
<b>SUVs: MIDSIZED/LUXURY</b>									
Acura MDX	●	Good	Good	Good	Good	Good	●	●/●	●/●
Acura RDX	●	-	Good	Good	Good	Good	●	●/●	●/●
Audi Q3	-	-	-	-	-	-	-	-	-
Audi Q5	●	-	Good	Good	Good	Good	●	●/●	-/●
Audi Q7	-	-	Good	Good	Good	-	-	-	-/●
BMW X3	●	-	Good	Good	Good	Good	-	-	-
BMW X4	-	-	-	-	-	-	-	-	-
BMW X5	●	-	Good	Good	-	-	-	-	-
BMW X6	-	-	-	-	-	-	-	-	-
Cadillac SRX	●	-	Good	Good	Good	Good	●	●/●	●/●
Chevrolet Equinox	○	Good	Good	Good	Good	Good	●	●/●	●/●
Dodge Durango	○	-	Good	Good	Good	Good	●	●/●	●/○
Dodge Journey	○	-	Good	Good	Good	Good	-	●/-	●/●
Ford Edge	○●	-	Good	Good	Good	Good	●	○/●	●/●
Ford Explorer	○	Marg.	Good	Good	Good	Good	●	●/●	●/●
Ford Flex	○	-	Good	Good	Good	Good	-	-	●/●
GMC Terrain	○	Good	Good	Good	Good	Good	●	●/●	●/●
Honda Crosstour	○	-	Good	Good	Good	Good	-	-	●/●
Honda Pilot	○	Poor	Good	Good	Good	Good	●	●/●	●/●
Hyundai Santa Fe	●	-	Good	Good	Good	Good	-	-	-
Hyundai Santa Fe Sport	●	-	Good	Good	Good	Good	●	●/●	●/●
Infiniti QX50	-	-	Good	Good	Good	Good	-	-	●/●
Infiniti QX60	○	-	Good	Good	-	-	●	●/●	●/●
Infiniti QX70	●	-	Good	-	Good	-	-	-	-
Jeep Grand Cherokee	●	Marg.	Good	Good	Good	Good	●	●/●	○/●
Jeep Wrangler	●	-	Good	Marg.*	Marg.	-	-	-	-/○
Kia Sorento	●	Poor	Good	Good	Good	Good	●	●/●	●/●
Land Rover Discovery Sport	-	-	-	-	-	-	-	-	-
Land Rover LR2	-	-	-	-	-	-	-	-	-
Land Rover Range Rover Evoque	○	-	-	-	-	-	-	-	-
Lexus NX	-	-	-	-	-	-	-	-	-
Lexus GX	○	-	-	-	-	-	-	-	-
Lexus RX	○●	-	Good	Good	Good	Good	●	●/●	●/●
Lincoln MKT	-	-	Good	Good	Good	Good	-	-	●/●
Lincoln MKX	○	-	Good	Good	Good	Good	●	○/●	●/●
Mazda CX-9	○	Poor	Good	Good	Marg.	Marg.	-	○/-	●/●
Mercedes-Benz GLK-Class	●	-	Good	Good	Good	Good	-	-	-
Mercedes-Benz M-Class	○	-	Good	Good	Good	Good	●	●/●	●/●
Nissan Murano	-	-	-	-	-	-	-	-	-
Nissan Pathfinder	○	-	Good	Good	-	-	●	●/●	●/●

\* Tested without optional side air bags.

Make & model	CR tests	IIHS safety tests					NHTSA safety tests		
	Accident avoidance	Front small-overlap crash	Offset-frontal crash	Side crash	Rear crash	Roof Crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD

#### SUVs: MIDSIZED/LUXURY continued

Nissan Xterra	○	-	Good	Good	Marg.	Accept.	-	-	○/○
Porsche Cayenne	●	-	-	-	-	-	-	-	-
Tesla Model X	-	-	-	-	-	-	-	-	-
Toyota 4Runner	○	Marg.	Good	Good	Good	Good	●	●/●	○/○
Toyota Highlander	○-●	Accept.	Good	Good	Good	Good	●	●/●	●/●
Toyota Venza	○	-	Good	Good	Good	Good	●	●/●	●/●
Volkswagen Touareg	●	-	Good	Good	Good	Good	-	-	-
Volvo XC90	-	-	-	-	-	-	-	-	-

#### SUVs: LARGE/LUXURY

Buick Enclave	○	-	Good	Good	Good	Good	●	●/●	●/●
Cadillac Escalade	-	-	-	-	-	-	-	-/●	○/○
Chevrolet Suburban	○	-	-	-	-	-	●	●/●	○/○
Chevrolet Tahoe	○	-	-	-	-	-	●	●/●	○/○
Chevrolet Traverse	○	-	Good	Good	Good	Good	●	●/●	●/●
Ford Expedition	-	-	-	-	-	-	-	-	○/●
GMC Acadia	○	-	Good	Good	Good	Good	●	●/●	●/●
GMC Yukon	○	-	-	-	-	-	●	●/●	○/○
GMC Yukon XL	○	-	-	-	-	-	●	●/●	○/○
Infiniti QX80	○	-	-	-	-	-	-	-	-
Land Rover LR4	-	-	-	-	-	-	-	-	-
Land Rover Range Rover	○	-	-	-	-	-	-	-	-
Land Rover Range Rover Sport	●	-	-	-	-	-	-	-	-
Lexus LX	-	-	-	-	-	-	-	-	-
Lincoln Navigator	-	-	-	-	-	-	-	-	○/●
Mercedes-Benz GL-Class	○	-	-	-	-	-	-	-	-
Nissan Armada	○	-	-	-	-	-	-	-	○/○
Toyota Land Cruiser	○	-	-	-	-	-	-	-	-
Toyota Sequoia	●	-	-	-	-	-	-	-	●/●

#### PICKUPS: COMPACT

Chevrolet Colorado	-	-	-	-	-	-	-	-	-
GMC Canyon	-	-	-	-	-	-	-	-	-
Nissan Frontier	○	-	Good	Good	Accept.	Good	-	-	○/●
Toyota Tacoma	○	-	Good	Good	Good	Marg.	-	-	-

#### PICKUPS: FULL-SIZED

Chevrolet Silverado 1500	○	-	Good	-	-	-	●	●/●	●/●
Chevrolet Silverado 2500HD	-	-	-	-	-	-	●	●/●	○/○
Ford F-150	-	-	-	-	-	-	-	-	-
Ford F-250	●	-	-	-	-	-	●	●/●	●/○
GMC Sierra 1500	○	-	Good	-	-	-	●	●/●	●/●
GMC Sierra 2500HD	-	-	-	-	-	-	●	●/●	○/○
Nissan Titan	●	-	Good	-	Good	Accept.	-	-	●/○
Ram 1500	○	-	Good	-	Good	Marg.	-	●/-	●/○
Ram 2500	-	-	-	-	-	-	-	●/-	●/○
Toyota Tundra	●	-	Good	Good	-	Good	-	-/●	○/●





# Vehicle dimensions

**These charts** allow you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 260 models, much being compiled from measurements taken during our testing. Data for vehicles not tested by us or not yet on sale were provided by manufacturers.

## EXTERIOR DIMENSIONS & WEIGHT

➤ **Length, width, height, and wheelbase** data come from the manufacturer.

➤ The **weight** of tested vehicles is measured on our scales. Data for other vehicles come from the manufacturer.

## CARGO

➤ **Max. load** is the maximum weight of passengers and cargo the vehicle can safely carry. It is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between the manufacturer's specified gross weight and our tested vehicle's weight.

➤ **Cargo volume** for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded. We use an adjustable



pipe-frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.

➤ **Towing capacity** is the maximum weight for the vehicles we tested. For the ones we did not test, we included the manufacturer's tow rating for a typical model. **NR** denotes not recommended for towing.

## INTERIOR DIMENSIONS

➤ **Front, rear, and third-row shoulder room** (for vehicles with third-row seats) are either

our measurements or manufacturer data. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more.

➤ **Front leg room** is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go.

➤ **Rear or third-row leg room** is measured with the front seat adjusted to provide 40 inches of front leg room.

➤ **Head room** is the clearance above a 5-foot-9-inch person.

➤ **NA** means data are not available; we were unable to measure the vehicle completely. A dash (-) means not applicable.

Make & model	Exterior dimensions & weight					Cargo			Interior dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third-row shoulder room (in.)	Third-row leg room (in.)	Third-row head room (in.)
Acura ILX	179	71	56	105	2,870	850	12.0	NR	55.0	41.0	2.5	50.0	27.5	1.5	-	-	-
Acura MDX	194	77	68	111	4,290	1,175	34.0	5,000	60.5	41.0	4.5	58.5	30.0	3.5	52.0	25.0	0.0
Acura RDX	184	74	66	106	3,850	870	31.5	1,500	58.0	41.0	4.0	56.0	30.0	4.0	-	-	-
Acura RLX	196	74	58	112	3,930	850	13.0	NR	59.5	41.5	3.5	56.0	31.0	3.0	-	-	-
Acura TLX	190	74	57	109	3,480	850	13.0	NR	57.0	41.0	3.0	54.0	27.0	2.5	-	-	-
Alfa Romeo 4C	158	74	47	94	2,465	NA	4.0	NR	50.0	NA	NA	-	-	-	-	-	-
Audi A3	175	70	56	104	3,135	1,100	13.0	NR	54.5	42.0	3.0	51.5	26.0	1.0	-	-	-
Audi A4	185	72	56	111	3,665	1,060	12.0	NR	55.0	41.5	3.5	54.0	25.5	3.0	-	-	-
Audi A5	182	73	54	108	4,050	880	12.0	NR	54.0	42.5	5.0	43.0	24.0	2.0	-	-	-
Audi A6	194	74	58	115	4,075	1,100	14.0	NR	56.0	44.0	4.0	53.0	29.0	3.0	-	-	-
Audi A7	196	75	56	115	4,235	1,100	25.0	NR	56.0	42.5	3.0	54.0	27.5	1.5	-	-	-
Audi A8	207	77	58	123	4,420	1,100	13.0	NR	59.0	43.0	3.5	57.0	34.0	3.5	-	-	-
Audi Allroad	186	71	58	110	3,875	1,125	28.5	1,100	55.0	42.0	3.0	54.0	26.0	3.0	-	-	-
Audi Q3	173	72	63	102	3,495	NA	NA	NA	55.5	NA	NA	53.5	NA	NA	-	-	-
Audi Q5	182	75	65	111	4,190	1,045	32.0	4,410	57.0	42.0	4.5	55.0	25.5	2.5	-	-	-
Audi Q7	200	78	68	118	5,260	1,280	37.0	6,600	58.0	42.0	4.0	56.0	29.0	3.0	48.0	24.5	0.0
Audi TT	165	73	54	97	3,305	550	9.0	NR	52.0	41.0	4.0	-	-	-	-	-	-
BMW 2 Series	175	70	56	106	3,450	805	14.0	NR	54.0	42.0	3.5	51.5	25.0	0.0	-	-	-
BMW 3 Series	183	71	56	111	3,705	905	17.0	NR	54.5	42.0	4.0	54.0	28.5	2.5	-	-	-
BMW 4 Series	183	72	54	111	3,470	NA	NA	NR	57.5	NA	NA	55.0	NA	NA	-	-	-
BMW 5 Series	193	73	57	117	4,035	1,060	14.0	NR	57.0	42.0	3.5	55.0	29.0	4.0	-	-	-
BMW 6 Series	193	75	54	112	4,355	770	13.0	NR	57.0	NA	NA	49.5	NA	NA	-	-	-
BMW 7 Series	205	75	58	126	4,600	1,060	18.0	NR	59.0	42.0	4.0	56.0	35.0	4.0	-	-	-
BMW i3	157	70	62	101	3,140	650	12.0	NR	53.5	42.0	4.5	48.0	26.0	3.0	-	-	-
BMW X1	175	71	61	104	3,780	905	26.0	NR	55.0	42.5	4.0	54.5	26.0	3.5	-	-	-

Make & model	Exterior dimensions & weight					Cargo			Interior dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third-row shoulder room (in.)	Third-row leg room (in.)	Third-row head room (in.)
<b>BMW X3</b>	183	74	65	111	4,135	905	33.0	3,000	57.0	43.0	4.5	55.5	28.5	4.0	-	-	-
<b>BMW X4</b>	184	74	64	111	4,130	905	NA	3,000	57.0	NA	NA	56.0	NA	NA	-	-	-
<b>BMW X5</b>	192	76	69	116	4,745	1,345	34.5	6,000	60.5	42.0	4.5	58.5	27.0	4.5	45.0	23.5	1.0
<b>BMW X6</b>	192	78	67	116	4,895	935	NA	NR	60.0	NA	NA	57.0	NA	NA	-	-	-
<b>BMW Z4</b>	167	71	51	96	3,240	560	6.0	NR	52.0	41.5	4.5	-	-	-	-	-	-
<b>Buick Enclave</b>	202	79	72	119	5,100	1,335	44.0	4,500	62.0	41.5	3.5	60.5	30.0	4.0	56.0	24.0	0.0
<b>Buick Encore</b>	168	70	65	101	3,355	945	26.0	NR	53.0	42.0	4.0	49.0	25.5	4.0	-	-	-
<b>Buick LaCrosse</b>	197	73	59	112	3,815	905	11.0	NR	57.0	44.0	3.5	55.5	31.0	3.5	-	-	-
<b>Buick Regal</b>	190	73	58	108	3,710	925	14.0	NR	56.5	43.0	3.0	53.0	29.0	1.5	-	-	-
<b>Buick Verano</b>	184	71	58	106	3,465	880	14.0	1,000	54.5	44.0	4.0	52.0	27.0	2.5	-	-	-
<b>Cadillac ATS</b>	183	71	56	109	3,420	870	10.0	NR	55.0	43.0	3.5	53.0	27.5	2.0	-	-	-
<b>Cadillac CTS</b>	196	72	57	115	3,915	890	14.0	1,000	56.5	42.0	4.0	53.0	28.5	2.0	-	-	-
<b>Cadillac ELR</b>	186	73	56	106	4,050	750	9.0	NR	55.0	NA	NA	50.0	NA	NA	-	-	-
<b>Cadillac Escalade</b>	204	81	74	116	5,845	1,365	NA	8,000	64.0	NA	NA	64.5	NA	NA	64.5	NA	NA
<b>Cadillac SRX</b>	190	75	66	111	4,525	980	28.5	3,500	58.0	42.5	4.0	55.5	28.0	2.0	-	-	-
<b>Cadillac XTS</b>	202	73	59	112	4,090	925	18.0	1,000	56.0	43.5	3.5	54.0	32.5	3.0	-	-	-
<b>Chevrolet Camaro</b>	190	76	54	112	3,900	730	11.0	1,000	57.0	40.0	3.5	48.5	22.0	0.0	-	-	-
<b>Chevrolet Colorado</b>	213	74	79	128	4,035	1,450	-	6,700	57.5	NA	NA	57.5	NA	NA	-	-	-
<b>Chevrolet Corvette</b>	177	74	49	107	3,470	525	15.0	NR	53.0	41.0	3.5	-	-	-	-	-	-
<b>Chevrolet Cruze</b>	181	71	58	106	3,130	900	15.0	1,000	54.5	43.0	6.0	53.0	26.0	3.0	-	-	-
<b>Chevrolet Equinox</b>	188	73	66	113	4,155	1,040	33.5	3,500	55.0	43.5	4.5	55.0	32.0	4.5	-	-	-
<b>Chevrolet Impala</b>	201	73	59	112	3,855	945	19.0	1,000	56.0	43.0	4.0	53.0	32.0	2.0	-	-	-
<b>Chevrolet Malibu</b>	192	73	58	108	3,640	925	16.0	NR	57.0	42.5	3.5	55.0	27.0	3.0	-	-	-
<b>Chevrolet Silverado 1500</b>	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
<b>Chevrolet Silverado 2500HD</b>	240	81	78	154	7,420	3,175	-	13,000	65.0	NA	NA	64.5	NA	NA	-	-	-
<b>Chevrolet Sonic</b>	173	68	60	99	2,765	895	14.0	NR	52.0	42.0	5.5	52.0	24.0	2.5	-	-	-
<b>Chevrolet Spark</b>	145	63	61	94	2,345	660	11.0	NR	50.5	39.0	4.0	48.5	26.0	2.0	-	-	-
<b>Chevrolet SS</b>	196	75	58	115	4,025	915	18.0	NR	58.5	44.0	3.5	57.5	30.0	2.0	-	-	-
<b>Chevrolet Suburban</b>	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
<b>Chevrolet Tahoe</b>	204	81	74	116	5,635	1,580	47.5	8,300	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
<b>Chevrolet Traverse</b>	204	78	70	119	4,975	1,405	48.5	5,200	61.0	41.0	3.5	60.5	30.0	4.0	55.0	24.0	1.0
<b>Chevrolet Trax</b>	169	70	66	101	3,255	NA	NA	NR	54.0	NA	NA	53.0	NA	NA	-	-	-
<b>Chevrolet Volt</b>	177	71	56	106	3,750	750	11.0	NR	56.5	42.5	3.5	53.0	27.0	2.0	-	-	-
<b>Chrysler 200</b>	192	74	55	108	3,650	900	16.0	NR	57.5	42.0	2.0	55.0	29.0	1.5	-	-	-
<b>Chrysler 300</b>	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	-	-	-
<b>Chrysler Town &amp; Country</b>	203	79	68	121	4,685	1,150	61.5	3,600	64.0	41.0	3.0	63.5	32.5	3.0	59.0	27.0	1.5
<b>Dodge Challenger</b>	198	76	57	116	4,195	865	16.0	1,000	58.5	41.5	3.5	54.0	24.0	2.0	-	-	-
<b>Dodge Charger</b>	198	75	58	120	4,015	865	16.0	1,000	59.5	42.5	3.0	58.0	29.0	2.5	-	-	-
<b>Dodge Dart</b>	184	72	58	106	3,260	825	13.0	1,000	57.5	42.0	4.5	54.5	27.5	2.0	-	-	-
<b>Dodge Durango</b>	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
<b>Dodge Grand Caravan</b>	203	79	68	121	4,685	1,150	61.5	3,600	64.0	41.0	3.0	63.5	32.5	3.0	59.0	27.0	1.5
<b>Dodge Journey</b>	192	72	68	114	4,410	1,165	37.0	2,500	57.0	41.0	4.5	56.5	26.0	4.5	51.0	24.0	0.0
<b>Dodge SRT Viper</b>	176	76	49	99	3,355	NA	15.0	NR	53.0	NA	NA	-	-	-	-	-	-
<b>Fiat 500</b>	140	64	60	91	2,415	750	10.0	NR	48.5	40.5	4.5	46.5	23.0	0.0	-	-	-
<b>Fiat 500L</b>	167	70	66	103	3,330	860	22.5	NR	56.0	41.0	7.0	52.5	28.5	3.5	-	-	-
<b>Ford C-MAX</b>	174	72	64	104	3,615	825	28.0	NR	55.5	42.0	7.0	53.0	28.5	5.0	-	-	-
<b>Ford Edge</b>	184	76	67	111	4,385	910	36.5	3,500	59.0	41.5	3.0	59.0	31.0	2.0	-	-	-
<b>Ford Escape</b>	178	72	66	106	3,675	825	35.0	2,000	55.5	42.0	7.0	53.5	28.0	4.5	-	-	-
<b>Ford Expedition</b>	221	79	79	131	6,265	1,440	NA	9,100	63.0	NA	NA	63.5	NA	NA	52.0	NA	NA
<b>Ford Explorer</b>	197	79	70	113	4,780	1,280	42.0	5,000	60.5	42.0	5.5	60.0	27.0	3.5	48.5	27.0	3.0
<b>Ford F-150</b>	232	80	77	145	5,000	NA	-	9,300	66.5	NA	NA	66.0	NA	NA	-	-	-
<b>Ford F-250</b>	247	80	80	156	7,745	2,080	-	14,000	64.5	40.0	6.0	67.5	30.5	6.0	-	-	-
<b>Ford Fiesta</b>	174	68	58	98	2,665	825	13.0	NR	52.0	41.5	5.0	48.0	24.5	1.5	-	-	-
<b>Ford Flex</b>	202	80	68	118	4,820	1,160	47.5	4,500	58.5	41.5	6.5	58.0	31.5	7.5	50.0	28.0	2.0
<b>Ford Focus</b>	179	72	58	104	2,990	825	13.0	NR	55.5	42.0	4.5	51.0	27.0	2.0	-	-	-
<b>Ford Focus Electric</b>	173	72	58	104	3,625	825	15.0	NR	55.5	41.5	4.0	50.5	25.5	3.0	-	-	-
<b>Ford Focus ST</b>	172	72	58	104	3,250	825	21.5	NR	55.0	41.0	3.5	50.0	27.5	3.0	-	-	-
<b>Ford Fusion</b>	192	73	58	112	3,615	850	16.0	2,000	57.5	42.0	2.5	54.5	29.0	2.5	-	-	-
<b>Ford Mustang</b>	188	75	54	107	3,720	670	14.0	1,000	56.0	NA	NA	52.0	NA	NA	-	-	-

# DIMENSIONS

Make & model	Exterior dimensions & weight					Cargo			Interior dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third-row shoulder room (in.)	Third-row leg room (in.)	Third-row head room (in.)
Ford Taurus	203	76	61	113	4,090	950	20.0	1,000	57.5	41.5	3.5	56.0	28.5	3.5	-	-	-
Ford Transit Connect	190	72	72	121	3,580	1,270	61.0	2,000	57.5	41.0	13.5	58.0	31.0	10.0	56.5	29.5	6.5
GMC Acadia	201	78	70	119	4,975	1,405	48.5	5,200	61.0	41.0	3.5	60.5	30.0	4.0	55.0	24.0	1.0
GMC Canyon	212	74	79	128	4,035	1,450	-	6,700	57.5	NA	NA	57.5	NA	NA	-	-	-
GMC Sierra 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
GMC Sierra 2500HD	240	81	78	154	7,420	NA	-	13,000	65.0	NA	NA	64.5	NA	NA	-	-	-
GMC Terrain	188	73	66	113	3,945	1,095	33.5	1,500	55.5	43.0	6.5	55.5	31.0	5.5	-	-	-
GMC Yukon	204	81	74	116	5,635	1,580	47.5	8,200	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
GMC Yukon XL	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Honda Accord	191	73	58	109	3,245	850	16.0	1,000	58.5	41.0	5.0	55.5	30.0	2.0	-	-	-
Honda Civic	177	69	57	105	2,830	850	13.0	1,000	56.0	41.0	3.0	52.5	27.0	2.0	-	-	-
Honda Civic Si	177	69	57	105	2,890	850	13.0	1,000	56.0	41.0	2.5	52.5	27.0	2.0	-	-	-
Honda Crosstour	197	75	66	110	4,075	850	22.0	1,500	56.0	41.0	4.5	54.5	30.0	3.0	-	-	-
Honda CR-V	178	72	65	103	3,450	850	36.0	1,500	58.0	40.5	4.0	54.5	29.0	4.0	-	-	-
Honda CR-Z	161	69	55	96	2,635	400	25.0	NR	53.0	42.0	3.5	-	-	-	-	-	-
Honda Fit	160	67	60	99	2,625	850	24.0	NR	54.0	40.0	3.5	49.5	29.0	2.0	-	-	-
Honda Odyssey	203	79	68	118	4,530	1,340	61.5	3,500	64.0	41.0	2.5	62.5	32.0	5.0	59.5	29.0	3.5
Honda Pilot	191	79	73	109	4,550	1,340	48.0	4,500	61.0	41.0	4.0	61.5	29.5	6.0	58.0	26.0	1.5
Hyundai Accent	172	67	57	101	2,550	850	14.0	NR	53.0	41.5	5.0	51.0	26.0	2.0	-	-	-
Hyundai Azera	193	73	58	112	3,795	905	16.0	NR	57.0	42.0	3.0	54.0	32.0	3.0	-	-	-
Hyundai Elantra	179	70	56	106	2,770	850	15.0	NR	55.0	42.0	5.0	52.0	28.5	2.0	-	-	-
Hyundai Equus	203	74	59	120	4,570	905	17.0	NR	58.5	41.0	3.5	56.5	33.0	3.5	-	-	-
Hyundai Genesis	197	74	58	119	4,530	905	15.0	NR	57.5	42.0	3.5	56.0	29.5	2.5	-	-	-
Hyundai Genesis Coupe	182	73	55	111	3,460	710	10.0	NR	56.5	41.0	2.5	50.5	24.5	0.0	-	-	-
Hyundai Santa Fe	193	74	67	110	4,210	1,295	40.5	5,000	59.0	41.5	6.0	56.5	30.0	5.0	53.0	31.0	1.0
Hyundai Santa Fe Sport	185	74	66	106	3,760	930	35.5	2,000	58.5	41.0	6.0	56.0	28.0	4.5	-	-	-
Hyundai Sonata	191	73	58	110	3,315	905	16.0	NR	57.5	42.5	5.0	55.5	30.5	3.0	-	-	-
Hyundai Tucson	173	72	65	104	3,355	925	25.5	2,000	56.5	42.5	5.0	52.0	29.5	4.5	-	-	-
Hyundai Veloster	166	71	55	104	2,765	700	16.0	NR	54.5	41.5	2.0	50.5	26.5	0.0	-	-	-
Infiniti Q50	188	72	57	112	3,835	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	-	-	-
Infiniti Q60	183	73	55	112	4,120	750	10.0	NR	53.0	41.5	4.0	43.0	22.0	0.0	-	-	-
Infiniti Q70	195	73	59	114	3,895	860	15.0	NR	57.0	41.5	4.0	54.0	29.5	3.0	-	-	-
Infiniti QX50	182	71	63	110	4,015	860	24.0	NR	54.0	42.0	3.0	53.0	26.0	3.0	-	-	-
Infiniti QX60	196	77	68	114	4,530	1,150	39.0	3,500	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti QX70	191	76	66	114	4,225	950	25.5	2,000	56.5	41.5	3.5	56.0	27.0	4.5	-	-	-
Infiniti QX80	208	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar F-Type	176	76	51	103	3,520	420	7.0	NR	56.5	NA	NA	NA	NA	NA	-	-	-
Jaguar XF	195	72	58	115	4,335	880	18.0	4,080	56.5	41.5	3.5	55.5	27.5	2.0	-	-	-
Jaguar XJ	207	75	57	124	4,200	880	15.0	NR	57.0	42.0	2.5	56.0	34.0	2.5	-	-	-
Jeep Cherokee	182	73	66	106	4,120	1,000	31.0	4,500	57.0	42.5	5.5	54.0	29.0	4.0	-	-	-
Jeep Compass	173	69	65	104	3,590	925	26.5	1,000	54.0	41.5	6.5	53.5	27.0	5.0	-	-	-
Jeep Grand Cherokee	190	77	68	115	4,900	1,050	36.5	6,200	58.0	41.5	4.0	57.0	27.0	4.5	-	-	-
Jeep Patriot	174	69	67	104	3,350	925	29.5	1,000	54.5	41.0	4.0	54.0	26.0	6.0	-	-	-
Jeep Renegade	167	71	66	101	3,310	NA	NA	2,000	56.0	NA	NA	55.0	NA	NA	-	-	-
Jeep Wrangler	173	74	71	116	4,570	850	34.5	3,500	56.0	41.0	6.5	58.0	28.0	6.0	-	-	-
Kia Cadenza	196	73	58	112	3,765	905	16.0	NR	57.5	42.5	3.0	54.5	31.0	1.5	-	-	-
Kia Forte	180	70	57	106	2,815	850	15.0	NR	55.0	41.5	4.5	52.5	28.5	2.0	-	-	-
Kia K900	201	75	59	120	4,555	905	16.0	NR	59.0	NA	NA	57.0	NA	NA	-	-	-
Kia Optima	191	72	57	110	3,260	905	15.0	NR	56.5	42.5	4.5	53.5	30.0	3.0	-	-	-
Kia Rio	172	68	57	101	2,575	925	14.0	NR	52.5	42.0	5.0	49.5	26.0	2.5	-	-	-
Kia Sedona	201	78	69	121	4,550	NA	NA	3,500	64.0	NA	NA	63.0	NA	NA	59.5	NA	NA
Kia Sorento	184	74	67	106	4,235	1,120	37.5	3,500	58.5	40.5	3.5	57.5	26.5	2.5	53.0	25.0	0.0
Kia Soul	163	71	63	101	3,055	825	24.5	NR	55.0	42.0	4.5	53.0	28.5	2.5	-	-	-
Kia Sportage	175	73	64	104	3,375	925	28.0	2,000	56.5	42.0	5.5	54.0	29.0	4.0	-	-	-
Land Rover Discovery Sport	181	82	68	108	4,055	NA	NA	4,410	NA	NA	NA	NA	NA	NA	NA	NA	NA
Land Rover LR2	177	75	69	105	4,325	1,100	30.0	3,500	57.5	41.0	3.5	57.5	27.5	5.0	-	-	-
Land Rover LR4	190	75	72	114	5,710	1,300	52.5	7,715	59.0	40.5	5.0	59.0	27.5	8.0	43.0	27.5	4.5
Land Rover Range Rover	197	78	72	115	5,300	960	34.5	7,715	60.5	42.5	5.5	59.0	29.0	4.0	-	-	-
Land Rover Range Rover Evoque	172	77	64	105	3,940	1,025	25.5	3,500	56.5	42.0	5.0	55.5	25.5	4.5	-	-	-



Make & model	Exterior dimensions & weight					Cargo			Interior dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third-row shoulder room (in.)	Third-row leg room (in.)	Third-row head room (in.)
Land Rover Range Rover Sport	191	78	70	115	5,255	1,345	31.5	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
Lexus CT 200h	171	70	57	102	3,225	825	18.0	NR	53.5	42.0	3.0	52.0	26.0	3.0	-	-	-
Lexus ES	193	71	57	111	3,575	905	15.0	NR	57.5	42.5	3.0	54.0	30.5	2.5	-	-	-
Lexus GS	191	72	57	112	3,845	825	14.0	NR	56.5	43.0	3.0	55.0	28.0	2.5	-	-	-
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	184	71	56	110	3,715	825	14.0	NR	55.0	42.5	3.0	51.5	28.0	2.5	-	-	-
Lexus LS	205	74	58	122	4,515	825	18.0	NR	57.0	41.5	3.5	53.5	35.0	3.5	-	-	-
Lexus LX	197	78	74	112	5,995	1,410	NA	7,000	61.0	NA	NA	61.5	NA	NA	62.5	NA	NA
Lexus NX	182	73	65	105	4,050	840	NA	2,000	57.5	NA	NA	55.5	NA	NA	-	-	-
Lexus RC	185	72	55	108	3,750	NA	10.0	NR	54.5	NA	NA	51.0	NA	NA	-	-	-
Lexus RX	188	74	68	108	4,870	825	33.5	3,500	58.0	41.5	3.0	57.0	28.5	4.5	-	-	-
Lincoln MKC	179	73	65	106	4,070	825	30.5	3,500	55.5	41.0	4.0	54.0	25.5	2.0	-	-	-
Lincoln MKS	206	76	62	113	4,265	950	19.0	1,000	58.5	42.0	4.0	57.0	29.0	3.5	-	-	-
Lincoln MKT	208	76	67	118	4,980	1,160	36.0	4,500	58.5	41.0	4.0	57.5	30.5	3.0	47.0	27.0	0.0
Lincoln MKX	187	76	67	111	4,525	910	36.5	3,500	59.0	41.5	3.5	58.5	31.0	2.5	-	-	-
Lincoln MKZ	194	73	58	112	3,755	875	15.0	1,000	57.0	41.5	3.0	54.5	28.0	2.0	-	-	-
Lincoln Navigator	208	79	78	119	6,245	NA	NA	9,000	63.0	NA	NA	64.0	NA	NA	50.0	NA	NA
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	-	-	-
Mazda CX-5	179	72	66	106	3,435	850	33.0	2,000	56.5	42.0	4.0	54.0	28.5	4.5	-	-	-
Mazda CX-9	200	76	68	113	4,585	1,190	37.5	3,500	58.0	41.0	3.0	57.5	30.0	4.5	45.5	24.5	0.0
Mazda MX-5 Miata	157	68	49	92	2,610	340	5.0	NR	53.0	40.0	1.5	-	-	-	-	-	-
Mazda2	156	68	58	98	2,390	850	13.0	NR	52.5	40.0	4.0	49.0	24.5	1.5	-	-	-
Mazda3	180	71	57	106	2,875	850	12.0	NR	57.0	41.5	4.0	52.0	28.0	4.0	-	-	-
Mazda5	181	69	64	108	3,495	1,020	39.0	NR	55.0	41.0	4.0	55.0	29.0	4.5	48.0	22.5	0.0
Mazda6	192	72	57	111	3,185	850	15.0	NR	57.0	41.0	4.0	53.5	29.0	3.0	-	-	-
Mercedes-Benz B-Class Electric Drive	172	71	63	106	3,165	785	NA	NR	55.5	NA	NA	54.5	NA	NA	-	-	-
Mercedes-Benz C-Class	185	71	57	112	3,670	795	17.0	NR	55.0	44.0	3.0	53.0	26.5	1.5	-	-	-
Mercedes-Benz CLA	182	70	57	106	3,335	860	13.0	NR	55.0	44.5	2.5	52.0	27.5	0.0	-	-	-
Mercedes-Benz CLS	195	74	56	113	4,160	915	15.0	NR	57.0	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz E-Class	192	73	57	113	3,935	770	16.0	NR	56.0	44.0	3.0	56.0	28.5	3.0	-	-	-
Mercedes-Benz GLA	174	71	60	106	3,535	795	NA	NA	55.0	NA	NA	53.0	NA	NA	-	-	-
Mercedes-Benz GL-Class	202	84	73	121	5,660	1,180	47.0	7,500	58.0	42.5	4.5	57.5	28.0	6.0	50.0	25.5	4.5
Mercedes-Benz GLK-Class	178	74	67	109	4,200	905	32.0	3,500	54.0	42.5	4.0	54.0	25.5	5.5	-	-	-
Mercedes-Benz M-Class	189	76	71	115	4,915	1,080	37.5	7,200	58.0	41.5	4.5	57.5	27.0	4.5	-	-	-
Mercedes-Benz S-Class	207	75	59	125	4,935	915	16.0	NR	59.0	45.0	3.5	57.0	33.0	3.0	-	-	-
Mercedes-Benz SL	182	74	52	102	3,935	NA	14.0	NR	55.5	NA	NA	-	-	-	-	-	-
Mercedes-Benz SLK	163	72	51	96	3,225	560	10.0	NR	50.5	42.5	4.5	-	-	-	-	-	-
Mini Cooper	151	68	56	98	2,785	670	9.0	NR	49.5	42.5	3.0	46.0	24.0	3.0	-	-	-
Mini Cooper Countryman	162	70	62	102	3,305	860	19.5	NR	52.5	42.0	4.5	50.0	28.5	3.0	-	-	-
Mini Paceman	162	70	62	102	3,110	NA	12.0	NR	53.0	NA	NA	52.0	NA	NA	-	-	-
Mitsubishi i-MiEV	145	62	64	100	2,610	660	13.0	NR	52.5	39.5	5.0	50.0	25.0	4.5	-	-	-
Mitsubishi Lancer	180	69	58	104	3,015	825	12.0	NR	55.0	40.5	5.0	54.0	27.0	1.5	-	-	-
Mitsubishi Lancer Evolution	177	71	58	104	3,610	825	7.0	NR	54.5	42.0	6.0	54.5	29.0	2.0	-	-	-
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	-	-	-
Mitsubishi Outlander	183	71	66	105	3,505	1,155	32.5	1,500	56.0	41.0	6.5	55.0	30.0	4.0	51.0	24.0	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	-	-	-
Nissan Altima	192	72	58	109	3,130	900	15.0	NR	56.0	42.0	5.5	54.5	29.0	2.0	-	-	-
Nissan Armada	208	79	76	123	5,700	1,380	58.5	9,000	64.0	41.5	4.0	63.5	33.5	5.5	63.0	26.5	0.0
Nissan Cube	157	67	65	100	2,855	860	28.0	NR	52.5	40.5	8.0	50.0	29.0	5.5	-	-	-
Nissan Frontier	206	73	70	126	4,655	1,160	-	6,100	58.0	40.0	3.0	58.0	27.0	3.5	-	-	-
Nissan Juke	162	70	62	100	3,170	860	11.0	NR	53.5	41.0	3.0	49.0	25.0	1.5	-	-	-
Nissan Leaf	175	70	61	106	3,360	860	15.0	NR	54.0	41.0	6.5	51.5	28.5	2.5	-	-	-
Nissan Maxima	191	73	58	109	3,555	900	14.0	1,000	55.5	42.0	4.0	54.0	30.0	2.0	-	-	-
Nissan Murano	192	75	67	111	4,190	900	NA	3,500	59.5	NA	NA	58.0	NA	NA	-	-	-
Nissan Pathfinder	192	73	72	112	4,505	1,150	39.5	5,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0
Nissan Quest	201	78	72	118	4,570	1,160	62.0	3,500	64.5	41.0	7.0	63.0	28.5	5.5	61.0	26.0	4.0
Nissan Rogue	182	72	66	107	3,590	900	31.5	1,100	56.0	40.5	5.0	54.5	29.0	2.5	NA	NA	NA
Nissan Sentra	182	69	59	106	2,835	860	15.0	NR	54.5	41.0	5.0	53.0	30.0	2.0	-	-	-

# DIMENSIONS

Make & model	Exterior dimensions & weight					Cargo			Interior dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third-row shoulder room (in.)	Third-row leg room (in.)	Third-row head room (in.)
Nissan Titan	225	79	77	140	5,275	1,600	-	9,100	65.0	41.0	6.0	64.0	31.0	5.0	-	-	-
Nissan Versa	175	67	60	102	2,430	850	15.0	NR	50.5	41.0	5.0	50.5	32.0	2.0	-	-	-
Nissan Versa Note	164	67	61	102	2,470	850	21.0	NR	51.0	41.0	6.0	48.5	31.0	4.0	-	-	-
Nissan Xterra	179	73	75	106	4,480	920	45.5	5,000	58.0	41.0	4.0	57.0	28.0	4.0	-	-	-
Nissan Z	167	73	52	100	3,385	450	7.0	NR	54.0	39.0	3.0	-	-	-	-	-	-
Porsche 911	177	71	51	96	3,235	660	5.0	NR	50.0	43.0	4.5	47.0	19.0	0.0	-	-	-
Porsche Boxster	172	71	51	97	3,035	485	5.0	NR	50.0	42.5	3.5	-	-	-	-	-	-
Porsche Cayenne	191	79	67	114	4,795	1,280	33.0	7,715	58.5	41.5	4.5	55.0	28.0	2.5	-	-	-
Porsche Cayman	172	71	51	95	2,955	485	9.0	NR	50.5	NA	NA	-	-	-	-	-	-
Porsche Macan	184	76	64	111	4,415	1,150	29.0	5,290	56.5	42.0	4.5	54.5	25.5	2.0	-	-	-
Porsche Panamera	196	76	56	115	4,165	1,080	16.0	NR	56.5	43.5	4.5	53.0	29.0	3.5	-	-	-
Ram 1500	229	79	79	141	5,495	1,270	-	10,050	65.5	41.5	7.0	65.5	31.0	2.5	-	-	-
Ram 2500	228	80	79	141	7,320	2,290	-	13,450	65.5	41.0	6.5	66.0	31.0	4.0	-	-	-
Scion FR-S	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Scion iQ	120	66	59	79	2,140	660	4.0	NR	52.5	40.5	3.0	49.0	16.0	0.0	-	-	-
Scion tC	177	71	56	106	3,155	865	15.0	NR	55.0	42.0	3.0	50.5	29.5	2.0	-	-	-
Scion xB	167	69	64	102	3,120	850	34.0	NR	55.5	41.0	5.5	53.5	29.0	6.5	-	-	-
Smart ForTwo	106	61	61	74	1,805	505	8.0	NR	47.5	41.5	3.5	-	-	-	-	-	-
Subaru BRZ	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Subaru Forester	181	71	66	104	3,370	900	35.5	1,500	56.0	41.5	3.5	55.0	30.0	3.5	-	-	-
Subaru Impreza	180	69	58	104	3,015	850	12.0	NR	55.5	41.5	5.5	53.0	29.0	3.0	-	-	-
Subaru WRX/STi	180	69	58	103	3,320	850	11.0	NR	55.5	42.0	3.5	53.5	29.0	3.0	-	-	-
Subaru Legacy	189	72	59	108	3,470	850	15.0	NR	58.0	43.0	5.5	57.0	30.0	3.0	-	-	-
Subaru Outback	190	72	66	108	3,640	900	34.0	2,700	58.0	42.5	6.5	57.0	29.5	4.5	-	-	-
Subaru XV Crosstrek	175	70	62	104	3,165	900	23.0	1,500	55.0	41.5	5.5	53.0	29.0	3.5	-	-	-
Tesla Model S	196	77	57	117	4,695	920	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	-	-	-
Tesla Model X	197	82	64	121	NA	NA	NA	NR	NA	NA	NA	NA	NA	NA	NA	NA	NA
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	5,000	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota Avalon	195	72	58	111	3,555	930	16.0	NR	57.5	41.5	3.0	56.5	31.0	3.0	-	-	-
Toyota Camry	189	72	58	109	3,155	905	15.0	NR	57.5	42.0	5.0	55.5	29.0	3.0	-	-	-
Toyota Corolla	183	70	57	106	2,900	865	13.0	NR	54.0	41.5	3.0	53.0	29.0	1.5	-	-	-
Toyota Highlander	191	76	68	110	4,490	1,385	40.5	5,000	58.5	42.0	4.0	58.5	31.5	5.5	53.0	27.5	1.0
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43.0	8,500	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Prius	176	69	59	106	3,115	825	22.0	NR	55.0	41.5	5.0	52.0	28.0	2.0	-	-	-
Toyota Prius C	157	67	57	100	2,545	845	19.0	NR	52.0	41.0	4.0	48.5	27.0	2.5	-	-	-
Toyota Prius V	182	70	62	109	3,280	915	32.0	NR	56.0	42.0	5.5	54.0	30.0	3.5	-	-	-
Toyota RAV4	180	73	65	105	3,535	900	37.0	1,500	57.0	42.0	2.5	54.0	31.0	5.0	-	-	-
Toyota Sequoia	205	80	75	122	6,025	1,230	61.0	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	200	78	69	119	4,445	1,390	70.5	3,500	64.0	42.0	5.5	63.5	33.0	4.5	60.0	28.0	3.0
Toyota Tacoma	208	75	70	128	4,325	1,050	-	6,400	56.5	42.0	4.5	56.5	26.5	3.5	-	-	-
Toyota Tundra	229	80	76	146	5,740	1,395	-	9,700	64.5	42.5	5.5	63.0	28.5	3.5	-	-	-
Toyota Venza	189	75	63	109	4,125	825	33.0	3,500	59.0	41.0	5.0	57.5	30.0	4.5	-	-	-
Toyota Yaris	154	67	59	99	2,385	845	16.0	NR	51.5	41.5	4.5	49.5	26.0	2.0	-	-	-
Volkswagen Beetle	168	71	59	100	3,040	820	11.0	NR	54.5	41.5	5.5	46.0	25.0	1.5	-	-	-
Volkswagen CC	189	73	56	107	3,420	925	13.0	2,000	55.0	43.0	3.0	54.0	27.5	2.0	-	-	-
Volkswagen Eos	174	71	57	102	3,580	885	11.0	1,500	53.0	42.0	4.5	39.5	24.0	0.0	-	-	-
Volkswagen Golf	168	71	57	104	3,090	1,005	24.0	NR	55.5	44.0	4.0	52.5	28.0	3.5	-	-	-
Volkswagen GTI	166	70	58	102	3,155	1,045	24.0	NR	55.5	42.5	4.0	52.5	27.0	3.5	-	-	-
Volkswagen Jetta	182	70	57	104	3,130	1,080	16.0	NR	54.5	43.0	4.0	53.0	30.5	3.0	-	-	-
Volkswagen Jetta GLI	182	70	57	104	3,105	1,120	16.0	1,500	55.0	43.0	3.5	53.5	30.0	2.5	-	-	-
Volkswagen Passat	192	72	59	110	3,450	1,130	16.0	1,000	56.5	43.5	4.0	56.0	33.5	2.5	-	-	-
Volkswagen Tiguan	174	71	66	103	3,785	1,145	30.0	2,200	55.0	42.0	5.0	52.0	28.0	1.5	-	-	-
Volkswagen Touareg	189	76	67	114	5,060	1,105	34.5	7,700	59.5	43.0	5.5	56.5	31.0	5.0	-	-	-
Volvo S60	182	73	58	109	3,610	1,025	12.0	3,500	56.5	41.0	3.5	53.5	28.0	2.5	-	-	-
Volvo S80	191	73	59	112	3,850	905	15.0	3,500	57.0	41.0	3.5	56.5	28.0	3.5	-	-	-
Volvo V60	183	73	58	109	3,525	NA	NA	3,500	57.0	NA	NA	55.0	NA	NA	-	-	-
Volvo XC60	182	74	67	109	4,275	950	32.5	3,500	56.0	41.0	4.5	54.0	26.5	4.0	-	-	-
Volvo XC70	191	74	63	111	4,170	900	36.5	3,500	57.5	42.0	3.0	57.0	28.5	4.0	-	-	-
Volvo XC90	189	75	70	113	4,830	NA	NA	NA	57.5	NA	NA	56.5	NA	NA	54.0	NA	NA

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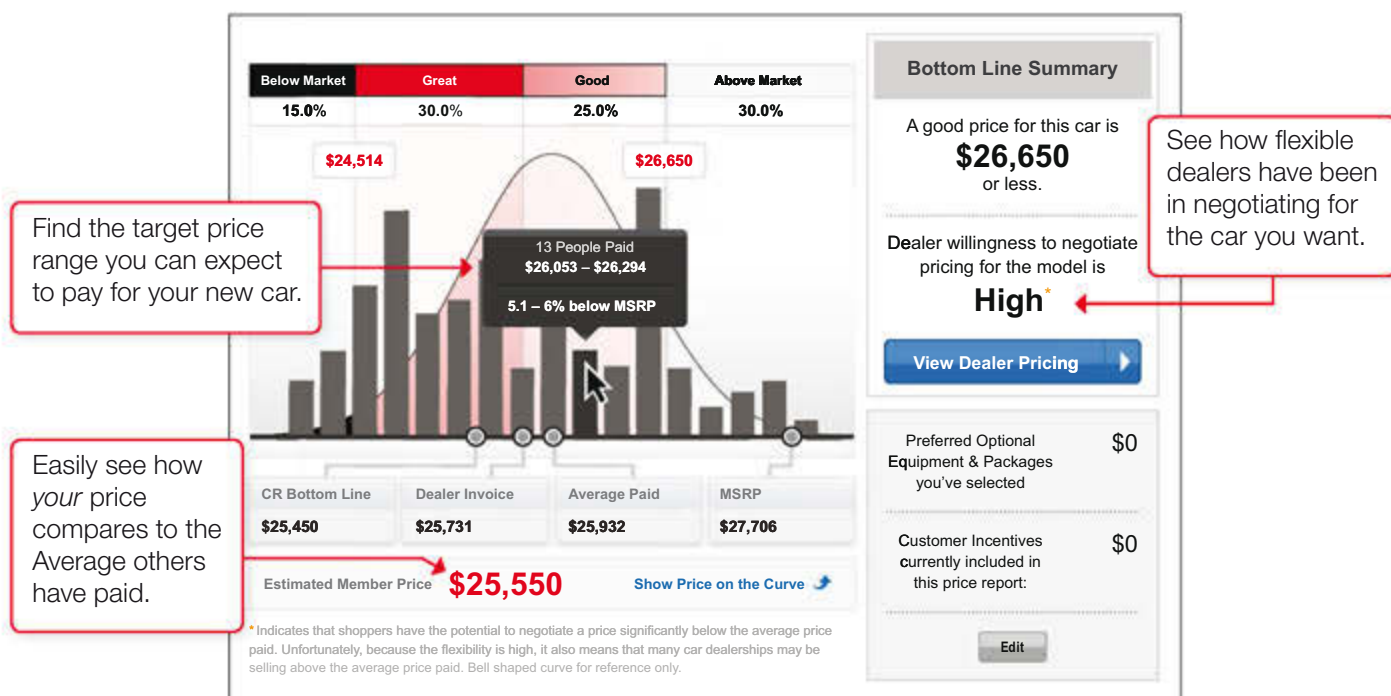
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